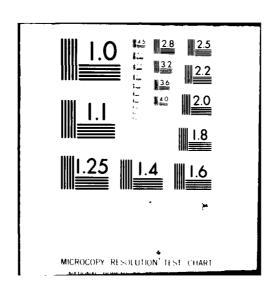
AD-A099 857 NATIONAL AVIATION FACILITIES EXPERIMENTAL CENTER ATL--ETC F/6 1/2
LOS ANGELES INTERNATIONAL AIRPORT DATA PACKAGE NUMBER 4, AIRPOR--ETC(U) AUG 79 UNCLASSIFIED NL 104 | ABA (4945) END 6-8I DTIC



LEVEL #

# LOS ANGELES INTERNATIONAL AIRPORT

DATA PACKAGE NO. 4
ARPORT IMPROVEMENT
TASK FORCE DELAY STUDIES

**24R** 

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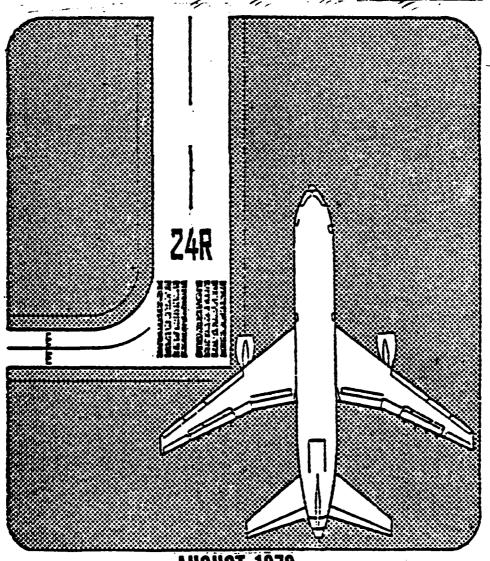
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# LOS ANGELES INTERNATIONAL AIRPORT

DATA PACKAGE MO-4-AIRPORT IMPROVEMENT TASK FORCE DELAY STUDIES.



**AUGUST 1979** 

2413511

6.6

#### DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

for Stage 1 and Stage 2 Experiments

DATE:

N REPLY EPER TO: ANA-220 NATIONAL AVIATION FACILITIES EXPERIMENTAL CENTER

ATLANTIC CITY, NEW JERSEY Los Angeles Simulation Model Demand & Aircraft Distributions

NAFEC Program Manager, ANA-220

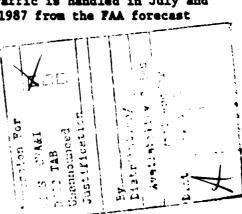
Royal Mink, AWE-4

Enclosed is data package No. 4 for review by the Task Force members. Data package No. 3 has been reviewed along with all model inputs (separations, route structure, etc.) by the Task Force since the meeting in March 1979. All comments have been considered in the experimental design for Stage 1 and Stage 2 as described in Table 1 of this report.

Three main areas (1) the average day/peak month demand for 1978, 1982, and 1987, (2) the distributions applied to the demand, and (3) the forecast for the 1982 and 1987 traffic levels, recieved special attention during the preparation of the experiments. The average day/ peak month demands were developed from an August 1978 OAG schedule along with the tower traffic report, the task force's 1982 forecast and 1987 traffic samples.

The resulting 1978, 1982, and 1987 demand levels (after application of the lateness distribution for arrivals) are listed in Tables 2 through 4 and shown in Figures 1 through 6. The 1978 demand reflects the activity level experienced at the facility on August 4, 1978. The 1982 demand level compares with Table III - 1 (page 13) of the interim capacity report for total movements during the day. The 1987 demand shows an increase in operations in accord with the schedule provided by the Task Force. The percentage of Class 1, 2, 3, and 4 operations for 1978, 1982 and 1987 are shown in Tables 2, 3, and 4 respectively (the class 1 percentage increases over the years).

An analysis of the yearly passenger totals and aircraft operations is shown in Table 5. Passenger totals for the years 1982 and 1987 agree with the FAA forecast data. The 1978 demand experienced at Los Angeles indicates that passenger totals approached the projected 1982 level. The calculated airline and air taxi operations agree with the actual totals in 1978 and are the same in 1982 compared with the FAA forecast. (Assuming that 19% of the total yearly traffic is handled in July and August). The total operations differ in 1987 from the FAA forecast



SUBJECT:

probably because of the assumption that Class 1 operations will be increased from 25.3% to 33.1% for the airline operations.

The distributions shown in Tables 6 through 12 were applied to the demand schedules for particular experiments. These distributions were developed from information obtained during data collection, reported runway and gate utilization and future plans for the airport: improvements (tunnel reconstruction, terminal expansion, etc.). For example, the class and runway distribution for arrivals and departures experienced during data collection (VFR-1) are shown in Table 13.

Attachment E, Class and Runway Demand Distributions for Arrivals and Departures includes a summary of the amount of scheduled activity on each runway for each experiment. The experiment, grouped according to the direction of traffic flow and the weather condition during the simulation period are shown in the index of Attachment E. Tables 14 through 40 depict the runway assignments for each experiment which may be modified during the simulation exercise (either by an automatic reassignment of depature runway because of runway congestion or a change in the arrival aircraft runway after an evaluation of the results (average runway delays) for an experiment).

The development of the experimental design has included the application of data reduced from the collected field data at the airport along with information provided by the Task Force members. The model calibration established the VFR-1 parameters for the model. The other separation values (1978 IFR-1 and IFR-2, 1982 VFR-1 and IFR-1, and 1987 VFR-1 and IFR-1) were discussed and coordinated with METREK and facility personnel.

The experimental design for the combined Stage 1 and 2 simulation runs is shown in Attachment F of this report. The experiments starts with the calibration inputs and progress in sequence with each change to the model inputs noted for each experiment. A single entry of the experiment number indicates that only an aircraft schedule input change is required to perform the experiment.

JOHN VANDERVEER

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#### ATTACHMENT A

LOS ANGELES DELAY EXPERIMENTS

LOS ANGELES INTERNATIONAL AIRPORT

LOS ANGELES

AIRPORT IMPROVEMENT TASK FORCE DELAY STUDIES

AUGUST 1979

LOS ANGELES DELAY EXPERIMENTS TABLE 1

Constitution of the second second

Near Tearm, improvements		None	None	None	None	None	None	None	None	None	None	None	1982	1982	2, 3,	5,78	5.7.86	None	Tunnel Construction)	Tunnel Construction	Comments-Usage for Light		
ATC System scenario		19738	1978	1978	1978	1978	1978	1978	1978	1978	1978	1978	1982	1982	1982	1982	1982	1978	1982	1982	1982		
Demand		1978	1978	1978	1978	1978	1978	1982	1982	1982	1982	1982	1982	1982	1982	1982	1982	1978	1982	1982	1982		i
Weather		VFR1	IFRI	IFR2	VFRI	IFRI	VFRI	VFRI	IFRI	VFRI	VFRI	IFRI	VFRI	IFRI	VFRI	VFRI	VFR	d d	VFRI	VFRI	VFRI		
Departure		24L, 24R, 25L, 25R	24L, 25R	24L, 25R	24L, 25R	24L, 25R	6L, 6R, 7L, 7R	24L, 24R, 25L, 25R	24L, 25R	6L, 6R, 7L, 7R	24L, 25R	24L, 25R	24L, 24R, 25L, 25R	24L, 25R	24L, 24R, 25L, 25R	24L, 25R	61 6B. 71 7B	B. B.	24L, 24R, 25L	24L, 24R, 25L, 25X	24L, 24R, 25L, 26		
Arrival		24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	24R, 25L	6R, 7L	6R, 7L	6L, 6R, 7L, 7R	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	6L, 6R, 7L, 7R	6R, 7L	6R, 7L	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	6R, 7L	41. 5R. 71 7R	D. D.	24L, 24R, 25L	24L, 24R, 25L, 25x <sup>k</sup>	24L, 24R, 25L, 26		
Study		-	7	~	•	•	•	_	7	•	10	•	-	7	_	ĸ	٠, ٦	4		2	2		
Model	T	ASM	ASM	ASM	ASM	ASM	ASM	ASM	ASM	ASM	ASM	ASM	ASM	ASM	ASM	ASM	NSV.	ADA	RCM	RCM	RCM	pplicable.	
Experiment number	Stage 1 Experiments		7	m	-	<b>v</b> n	•	-	•	•	0	104	=	12	13	15	4	2 :	17.4	17B	17 C	n.a. = not applicable.	

Study cases (combinations of runway use and weather conditions) are defined in Figure III-1.

FAA will describe impact of 1982 and post-1987 ATC systems on model inputs.

Potential mear-term improvements are identified in the Los Angeles international Airport Improvement Task Force interim Report, and in 4 6 0

Appendix B.

Airfield Simulation Model. Task Force establishes packages of near-term improvements most likely to be implemented in 1982 and 1987 time frames. The 1982 package includes improvement # 2 (strengthening of the Sepulveda Tunnel), (cont.)

# TABLE 1 (CONTINUED)

- (cost.) new taxiway access to threshold of Runway 24R, and temporary holding areas on future Taxiway 75. The 1987 package includes all 1962 improvements plus Satellite 1, International Terminal, and/or remote parking for 20 aircraft at west end of airport. These packages of improvements are subject to Task Force review and revision.
  - Improvement # 5 to a high-speed taxi exit off Runway 7. Improvement # 7 is a high-spped taxi exit to Taxiway 47 from Runway 6R. Impact of absence of Improvements # 2 and #3 (high-speed taxiway of Runway 25L and strengthening of the Sepulveda Tunnell.
    - Improvement #8 is a bypass area on the north side of Runway 7L.
      - Annual Delay Model.
- Runway Capacity Model.
  Runway 25R closed for tunnel construction.
- During closure of 25R for tunnel construction, parts of Runway 25 are open for small aircraft arrivals and departures.

TABLE 1

Constitution of the consti

LOS ANGELES DELAY EXPERIMENTS

Near-term improvements		101	Terminal Expansion	Terminal Expansion	Remote Terminal	Tunnel Construction	Dual TaxiwayP	Tunnel Construction 25R	Tunnel Construction 25L	1987	1987	1987	1982	None	1982	None	1987	None	1987	None
ATC System Scenario		1982	1978	1982	1982	1978	1978	1978	1978	1987	1987	1987	1982	1982	1978	1978	1987	1987	1978	1988
Demand		1982	1982	1982	1982	1982	1982	1982	1982	1987	1987	1987	1982	1982	1982	1982	1987	1987	1987	1987
Weather		SR VFRI	SR VFR1	SR VFR1	SR VFR1	VFRI	VFRI	IFRI	IFRI	SR VFRI	SR VPR1	LPRI	n.a.	n. L.	n. a.	n. a.	n. e.	n. a.	n.a.	n. e.
Departure Runwaye		24L, 24R, 25L, 25R	24L, 24R, 25L, 2	24L, 24R, 25L, 2!	24L, 24R, 25L, 2	24L, 24R, 25L	24L, 24R, 25L	24L, 25L	24L, 25R	24L, 24R, 25L, 2	24L, 24R, 25L, 2	24L, 24R	n.a.	n. a.	n.a.	n, 2,	n. 2.	n. a.	n.a.	n. a.
Arrival Runwaye		24L, 24R, 25L, 25R	24L, 24R, 25L	24L, 24R, 25L	24R, 25L	24R, 25R	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	24L, 24R, 25L, 25R	n.a.	n. a.	n.a.	n. a.	n. a.	n. a.	л. а.	n. b.			
Study		-	_	_	~	1	∞	<b>60</b>	•	_	-	~		n. b.	n. a.	D. D.				
Model		ASM	ASM	ASM	ASM	ASM	ASM	ASM	ASM	ASM	<b>PSH</b>	¥ i	¥Q.	ADM	ADM	ADM	ADM	ADM	ADM	ADM
Experiment	Stage 2 Experiments	9.	19 A	70	21	22	22A	23	54	52	75A	*	27	<b>8</b> 7	56	30	31	32	33	34

Improvement #10 consists of a series of taxiway improvements identified in Appendix B.

Construction of Satellite 1 and International Terminal. The need for this experiment will be reviewed by the Task Force after consideration of future airline terminal locations.

Remote parking for 20 aircraft at west end of Airport.

Additional experiment may be needed to test value of dual taxiway system around Satellite 4 during tunnel constructionl **.** 

## ATTACHMENT B

1978, 1982, and 1987 DEMAND with CLASS PERCENTAGES

LOS ANGELES INTERNATIONAL AIRPORT

LOS ANGELES

AIRPORT IMPROVEMENT TASK FORCE DELAY STUDIES

AUGUST 1979

TABLE 2 1978 DEMAND

TIME	AIR CARRIER	Supplements	AIR TAXI	GENERAL AVIATION	TOTAL
		AF	RIVALS	••	
0000	16	1	1	2	20
0100	13	7	0	1	21
0200	3	3	1	0	77_
0300	2	3	1	0	6_
0400	- <u>2</u> 5	5	0	0	10
0500	2	2	ì	Ō	5
0600	9	0	5	4	18
0700	18	1	5	5	29
0800	25	4	5	7	41
0900	20	2	4	9	35
1000	40	1	6	8	55
1100	45	4	7	8	64
1200	28	1 1			
1300	26	0	3	8	41 37
		, DE	PARTURES	<del></del>	
0000	19	1	2	2	24
0100	9	_ 2	0	0	11
0200	1	6	1	0	8
0300	1	2	1	O	4
0400	1	3	1	0	5_
0500	4	5	0	1	10
0600	9	2	4	2	17
0700	32	4	6	6	48
0800	49	3	3	9	64
0900	38	4	5	5	52
1000	34	2	6	6	48
1100	34	3	4	11	52
1200	44	5	5	11111	65
1300	39	1	1	8	49
	CLASS 1 20 %	CLASS DISTRIBU		-1400) LASS 4	

TABLE 1 982 DEMAND

		كالجينية فنهجيها المنتسجة			
	i	ARI	RIVALS	•• ••	
0000	12	1	1	2	16
0100	15	7	0	1	23
0200	4	3	<u> </u>	0	8
0300	4	3	1	0	8
0400	5	5	0	0	10
0500	1	2	<u> </u>	Ō	4
0600	9 18	0	5 5	4	18
0700		Ī		5	29
0800	26	4	5	7	42
0900	22	2	4	9	37
1000	39	1	6	8	54
1100	46	4	7	8	65
1200	29	11	3	9	42_
1300	29	0	3	8	40
<del></del>		DEP	ARTURES	•	<del> </del>
0000	22	1	2	2	27
0100	8	2	0		10
0200	4	6	1	0	11
0300	0	2	11	0	3
0400	4	3		00	8
0500	44	5	0	11	10
0600	10	2	4	2	18
0700			<u></u>	- 6	
0800	30	3			<del>46</del>
0900	42	4	5	5	56
1000	34	2	6	6	48
1100	·34	3	4	11	52
1200	42	5	5	11	63
1300	43	1	1	8	53

5 % 22 % 59 % 14 %

TABLE 4 1987 DEMAND

TIME	AIR + SUPPLEMENTS CARRIER	AIR TAXI	GENERAL AVIATION	TOTAL
	ARR	IVALS	•• .•	
0000			T	
0100	] ]			j
0200	1		Į.	ļ
0300	1			Ī
0400	1		1	
0500	1		j	j
0600				
0700	20	5	5	30
0800	35	5	7	47
0900	27	4	9	40
1000	43	6	8	57
1100	59	7	8	74
1200	38_	3	9	50
1300	32	3	8	43
	DEP	ARTURES	<del>-1</del>	<del></del>
0000			T	<del> </del>
0100			1	
0200	1		1	
0300	[ 1		1	Í
0400			1	1
0500				1
0600				
0700	39	6	6	51
0800	57	3	9	69
0900	48	5	5_	58
1000	41	6	6	53
. 1100	41.	4	11	56
1200	56	5		
1300	55	î	11 8	72 64
	CLASS DISTRI	BUTION (O	700-1400)	<del></del>
	CLASS 1 CLASS 2	CLASS 3		
	25 % 58 %	13 %	4 %	

FIGURE 1. 1878 DEMAND (FROM 0000 TO 0700 LOCAL TIME)

9

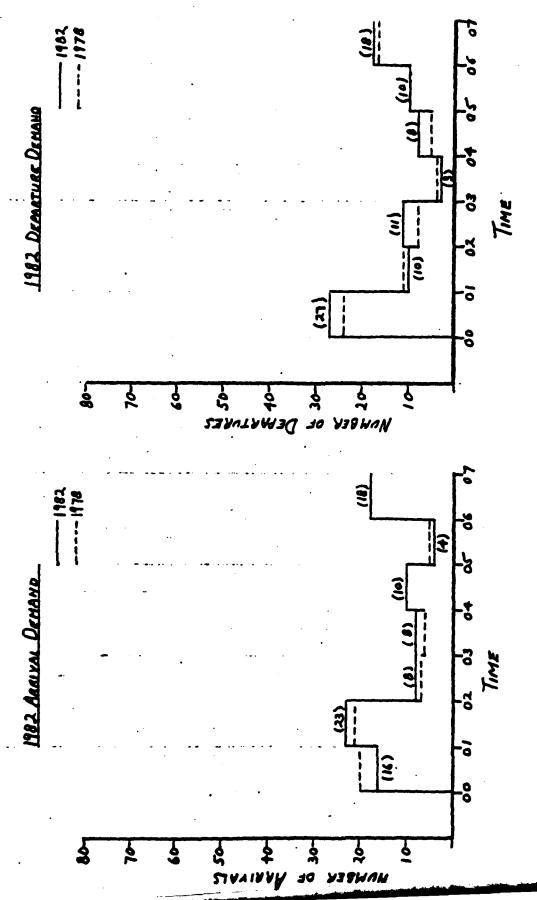


FIGURE 2. 1982 DEMAND (FROM 0000 TO 0700 LOCAL TIME)

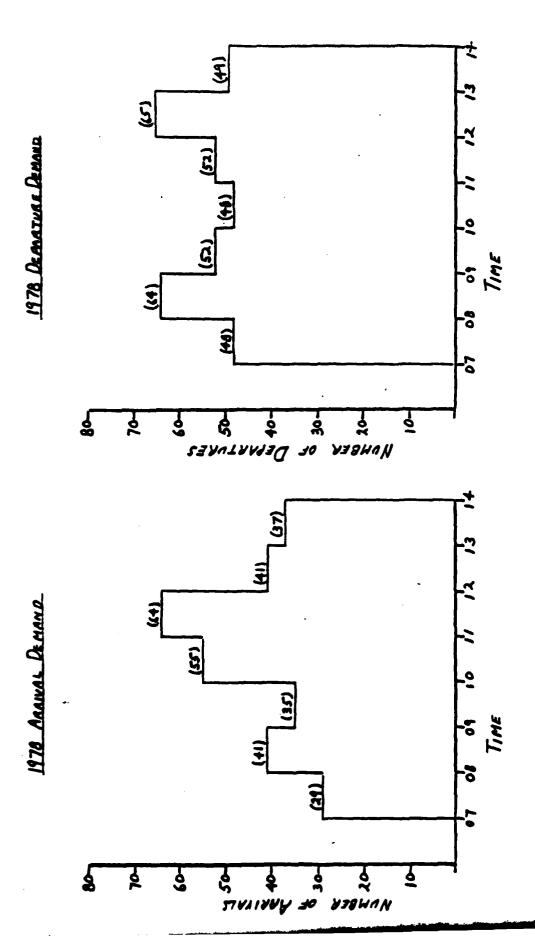


FIGURE 3. 1978 DEMIND (FROM 0700 TO 1400 LOCAL TIME)

:3

10日本語のは、10日の日

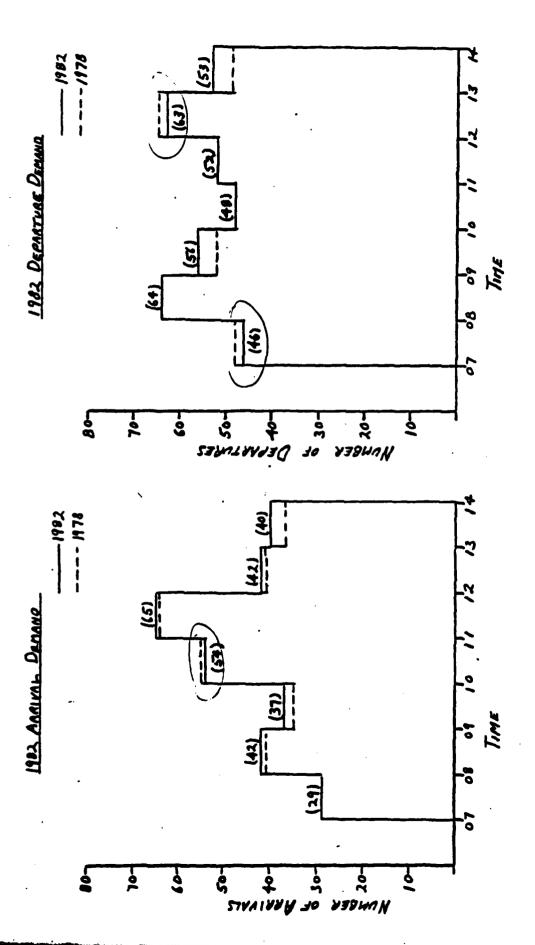
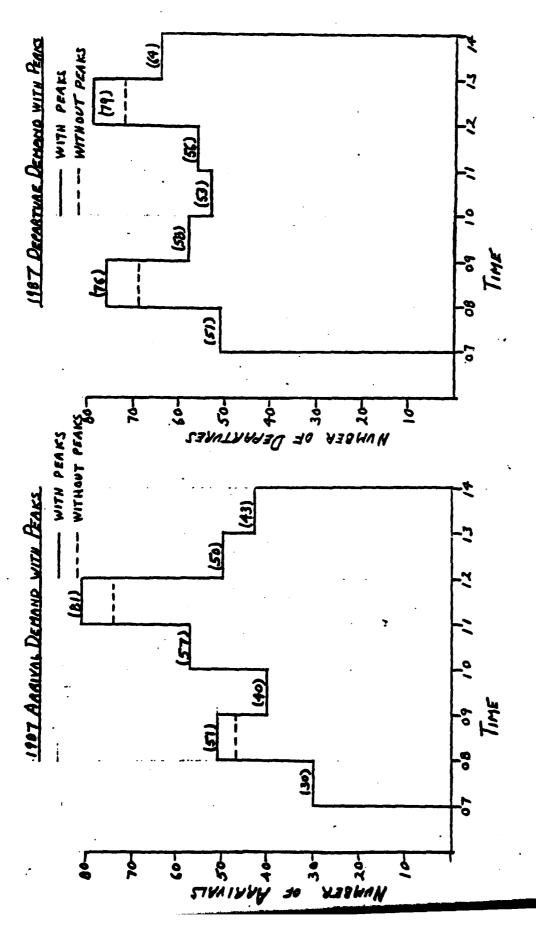


FIGURE 4. 1982 DEMAND
(FROM 0700 TO 1400 LOCAL TIME)



TO 400 LOCAL TIME 1987 DEMANO WITH PEAKS (FROM 0700 TO MOD LOCAL FIGURE 6.

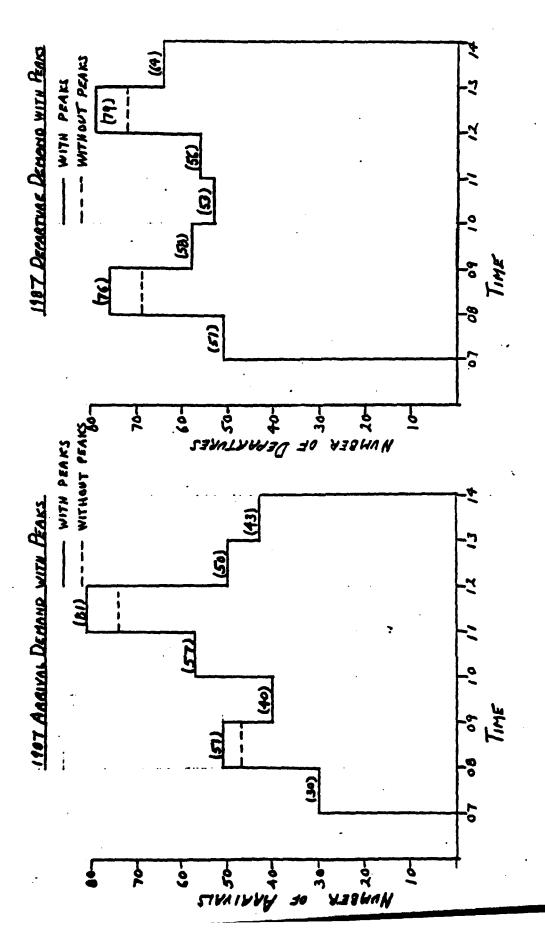


FIGURE 6. 1987 DEMANO WITH PEAKS (FROM 0700 TO MOD LOCAL TIME)

## ATTACHMENT C

ANALYSIS of YEARLY TOTALS for PASSENGER and AIRCRAFT OPERATIONS

LOS ANGELES INTERNATIONAL AIRPORT
LOS ANGELES

AIRPORT IMPROVEMENT TASK FORCE DELAY STUDIES
AUGUST 1979



## TABLE 5

# ANALYSIS of YEARLY TOTALS for PASSENGER and AIRCRAFT OPERATIONS

	1978 (ACTUAL)	1982	1987
Total Daily Air Carrier and	1455	1478	1492
Supplemental Operations			
TOTAL DEPARTURES	727	739	746
% of Class 1 (For	25.3%	27.2%	33.17
Class 2 Entire	57.7%	55.4%	55.32
Class 3 Day)	17.0%	17.4%	11.62
# of Passengers Per Aircraft	0 h.	300 im 82	487
Class 1 280 seats x 0.65	L.F. = 182.0	I	300
2 140 seats x 0.65	L.F. = 91.0	16 <sup>0</sup>	15
3 . seats x 0.65	L.P. = 5-2	ي ر	
	10,4	39421,07	
Class 1 182.0 x	184=33,488	· ·	247=44,954 4x 165
Class 2 91.0 x	419=38,129	201=36,582 41436 1.44 409=37,219	413=37,5834.45 426
Class 3 5.2 x	12'4= <u>645</u>	129 <u>- 670</u>	86-447 1397
DAILY PASSENGER TOTALS	72,262	74,471	86- 447 1347 82,984 95123
July-August Passenger Totals	$\frac{x}{4,335,720}$	X 60 4,468,260	X 60 1.146
	,,,		
+ % of yearly Total	+ 0.25	+ 0.25	+ 0.25
+ % of yearly Total rearly Passenger Count		+ 0.25 17,873,040	+ 0.25 19,916,160 22,330 td

TABLE 5 (cont.)

	1978	1982	1987
DAILY AIRCRAFT OPERATIONS	1455	1478	1492
July-August Aircraft Operations	x 60 87,300	<u>x 60</u> 88,680	± 60 €52,520
+ % of Yearly Total	+0.19 - 453,960	+ 0.19 461,136	+ 0.19 +7/ 158 601-520
FAA Forecast ACTUAL COUNT	~ 431,000 449,000	460,000	488,000

## ATTACHMENT D

DISTRIBUTIONS APPLIED to DEMAND

LOS ANGELES INTERNATIONAL AIRPORT

LOS ANGELES

AIRPORT IMPROVEMENT TASK FORCE DELAY STUDIES
AUGUST 1979

LAX 1978 and 1982 INPUT DISTRIBUTIONS

AIRLINE	GATE/ARRIVA		RUNWAY/ARRIVAL FIX		
GROUP/GATE	DISTRIBUTIO	)NS	DISTRIBUTIONS		
DISTRIBUTIONS	<del> </del>		RWY		
AIRLINE CATEGORY	GATE, CLASS		TASS		
GATE, GATE,	RUNWAY, RUNW	/A¥	F/X		
2,2,	2,2,	, , , ,	7,7,		
1 3 4,4,4,4	7 .,.,		,		
·		}			
I IA	1,1 800	1 4,3	5,1 \$60		
1,2,3,9,10,11	1 format	1 372	1;2,3,4 format		
11,26,55,2,3,3	100 above	47, 77	17,5,5,51 above		
EA 100	2,1	5,3	241		
100 format	1,2,4	14.	1,2,4		
NA NA	301	100	3,1		
1,2,3	1.2	1 6,3	164		
3,79,18	86,14	1 67 33	90,10		
PA	401	1.703	6,1		
2,3	1,2,4	3.4	1,2,4		
31,69	5,15,80	50-50	89,4,7		
TW	501	9,3	1,2		
16,78,4,1,1	100	3,4	1,2,3,4,5 25,3,17,54,1		
AA	6/1	1 10,90	2/2		
4,5,11,12	104	10.3	1,2,3,4,5		
78,20,1,1	23,77	1 17,83	46,3,11,39,1		
CO	701	1 11.3	3.2		
5,6,7	1,3,4	1,2,3	1,2,3,4,5		
4,20,76	5,5,90	1 78,21,1	28,6,3,52,1		
DL	8,1	12.3	<u> </u>		
5,6,7	10,90	1 4	1,2,3,4,5		
6.85.9 NW	10,40	1 100	76,13,1,10,2		
1 4	1,3,4	1 3.4	1.2.3.4.5.6		
100	5,21,74	1 50.50	28,22,33,12,3,2		
P\$	5.5	10.4	_2,3		
5,6,7,11,12	1,3,4	1 1	1,2,3,4,5,6		
3,43,52,1,1	40,7,53	100	32,45,14,3,5,1		
	3,4	11.4	3,3		
100	39,61	1.2	1,2,3,4,5		
UA	5,2	3,2	4.3		
7,8	1,3,4	1,3,4	1,2,3,4,6		
35,65	5,41,54	40.7.53	55,22,12,4,7		
WA	6.2	12.1	1.4		
3,58,39	5054041	124	33,34,25,8		
MI	7.2	1 10.1	2,4		
9,10	10304	12.4	1,2,3,5		
50-50	3.73.24	10.00	50,20,20,10		
<b>C</b> 1	0,6	11.1	3,4		
5,6,7	1,3,4	1 10206	1,2,3,5		
20,72,8	9,2	+ 3.05.2	25,25,25,25		
9,10,11,12		13,2	1,2,3,5		
9,5,85,1	33,67	1 23 . 77	33,45,11,11		
F1	Tuac	, 12,4			
10,12	3,4	4	]		
13,87	33.67	1 100	<u> </u>		
GA	11.02	L			
9,10,11,12	1,2,3,4	1	1		
55,8,36,1	47,10,16,27	<del></del>	<del> </del>		
1	3,4	Į.	1		
	73,77	1	<u> </u>		

## LAX 1978 and 1982 INPUT DISTRIBUTIONS

6,50/300		RUNWAY/DEPARTURE FIX
DISTRIBU	arture runway	DISTRIBUTIONS
DISTRIBU	Lions	RWY
GATE/CLA	88	TTAG. CLASS
RUNNAY, R		F/X
7,2,		2,2,
J ~.~~	•	(FLAG=0, SET FIX=9)
	1	
2,17	1 10.2	1,1,1 } 500
, lormat	. 2.4	1,2 format
98,2 above	33,47	72,28 ) above
301	11,2	1,2,1
2	112	1,2
100	75.25	72,28
401	12.2	1,3,1
10206	3,4	_1
3,95,2	45, 35	100
5,1	13.2	10401
] 2	. 3	1
100	100	100
6.1	4.3	10102
1,2,4	2,4	1,2
10.75.15	13,A7	27,73
.7.1.	1-503	1,2,2
2 100	1,3,4	27,73
8.1	25,25,50	1,3,4
1,2,3	1 6.3	1
4,94,2	100	100
:10 - 1	7,3	1,4,2
	1-3	1
100	100	100
11,1	8,3	1,1,3
2	' 3.4	_3
100	50,50	100
12.1	9,3	10303
3	1 3,4	5
100	35,65	100
1,2	10.3	1,5,5
1,2,3	2,3,4	100
33033036	25,25,50	1,4,3
2,2	11,2,3,4	1
73,25,2	1,2,3,4	100
3.2	12,3	10104
2,3,4	1 र	
86,5,9	100	100
4.2	9,4	10204
2,3,4	1,2,4	2
2,71,27	7,7,86	100
5,2	10,4	10304
2,3,4	1,2,3	1
19,57,24	11,11,16	100
6.5	11.4	10404
1,2,3,4	1,2,3,4	100
702	39,30,12,27	100
	12,4	
1,2,3,4	100	
8.2	100	
2,3,4	1.573	
19,61,20	93,2	·
906		
3.4	!	
50.50	<u> </u>	

# LAX TUNNEL IMPROVEMENT IMPUT DISTRIBUTIONS

AIRLINE GROUP/GATE DISTRIBUTIONS	GATE/ARRIVAL RUNWAY DISTRIBUTIONS	RUNWAY/ARRIVAL FIX DISTRIBUTIONS
AIRLINE CATEGORY GATE,GATE, 2,2,	GATE CLASS RUNWAY, RUNWAY, Z,Z,	RWY EX,CLASS Z,Z,
GATE,GATE,	RUNWAY, RUNWAY	manage of the
	35,67   700   11,2   12,4   11,2   12,2   12,4   11,2   12,2   12,4   11,2   12	-
	47,10,16,27 32,2 3,4 23,77	-

## LAX TUNNEL IMPROVEMENT INPUT DISTRIBUTIONS

GATE/DEPARTURE RUNWAY DISTRIBUTIONS	RUNWAY/DEPARTURE FIX DISTRIBUTIONS
GATE/GLASS RUNMAY,RUNMAY, 7,7,	FLAG. SET, CLASS  T. J (FLAG-0, SET FIX-9)
-2,1   see   10,2	SET DISTRIBUTIONS THE SAME THE SAME AS THELE 12 AS PAPE 33.
2,3,4 30,60,10 75,25 6,1 3,4 75,25 7,1 15,3 3,4 1,3,4 75,25 1,3,4 75,25 1,3,4 75,25 1,3,4 1,3,4 75,25 1,3,4 1,4 1,5 1,5 1,5 1,5 1,5 1,5 1,5 1,5	
75,25 [100 10,1 7,3 3,4 3 75,25 [100 11,1 [8,3 2 [3,4 100 ] 50,50 12,1 9,3 3,4 75,25 [35,65	
1,2 10,3 1,2 12,3,4 5,95 125,25,50 2,2 11,3 1,2 1,2,5,4 5,95 127,18,32,2 3,2 12,3 1,2 13 5,95 7100	23
7,2,3 20,60,20	20
7,2 3,4 75,25 [100 8,2 75,25 [100 75,25 [100 7,4 3,4 30,50	

# LAX TERMINAL EXPANSION INPUT DISTRIBUTIONS

AIRLINE GROUP/GATE DISTRIBUTIONS		RRIVAL RUNWAY EUTIONS	
AIRLINE CATEGORY GATE,GATE, 7,2,	GATE, G RUHWAY Z,Z,	RUNWAY	
9,10,11,20,22 2,3,3,46,46	100 }	n# 1,3,4 1,55,44	11925 11,223 773,21,1
100	39,11,50	1 133,67	178,21,1
NA 2 100	3,1	110,2	21,3 11,2,3,4 160,10,10,20
PA 2,3 31,69	4,1 1,2,4 5,15,50	11,2,3,4	1374
102011013014	5.1		13,4 50,50
4,5,11,12 78,20,1,1	801 104 23077	19,2	1100 · · · ·
6.7	7,1 1,3,4 5,5,40	17374	11,4  1,2  1,9,21
5L · 6,7 91,9	3,1 2,4 10,90	1+2+3+4 1+2+3+4 1+7+10+16+2	11.2
100	1921 1924 3921750	15,21,74	-11,2 179,21
PS 11,12,19 1,1,98	20.1 T.2.4 50.40.10	- 1 4 . 3 - 1 3 . 4 - 67 . 3 3	21,4 1,2,3,4 -60,10,Tc,2c
8 100	21,1 1,2,4 25,25,50	1 100	22,4   3,4   67,33
7,8 35,65	22.1 7.2.4 5.5.90	3.4 57.33	1,3,4
5,6 61,39	1,3,4 3,21,74	17.3 3.4 50.50	10,90
50,50	1,3,4	1 9,3 1 10,00	
5,6,7 - 20,72,8	39,61 ···	10.3	11,05,2
9,10,12,21""" 9,5,1,85	7.3.6 5.41.54	11,3	13,2  3,4  - 23,77
10,12 15,57	1,3,4	7 12.3	1100
9,10,12;2T 55,8,1,36	1.3.4 3.73.24	+ -	13,1  3,4  23,77

# LAX TERMINAL EXPANSION INPUT DISTRIBUTIONS

	GATE DEPARTURE RUNNAY		
GATE/CLA RUNGAY, R	DISTRIBUTIONS  GATE / GLASS RUHWAY, RUNGAY,  Z, Z,		
2,1 2,3 form	7.2 T223.4 18.31.44.17	172,5	
98.2 abov	2,3,4	100	
1,2,4	13,4	20.3	
37372 371 2 100	10.50	175,25 121,3 1,2,3,4	
10075.15	175,25	77011032023 1223 1224	
100	13,4	10204	
1,2,3	11302	110,4	
100	19.2	1104	
700-	20.2 -173.25.2	12,4	
100	1,2	19,4	
2 100	122,2 -133,67	75,23 20,4 11,2 175,25	
20,1	12.4	21,4 11,2,3,4 -35,30,17,20	
2101	1,3,4 25,25,50	17.2.3	
100	- 18'3 1100	1 273	
1,2,3	1300	13.1	
2,2 2,3,4 73,25,2	1823		
3,2 2,3,4 86,3,4	19.3 -+3.45		
-2,374	11073 -T27374 -23723730	1	
2,3,4 79,57,24	11,3  1,2,3,4  1,2,18,32,73	 	
7,7,7,4		1	
		•	

## LAX REMOTE TERMINAL INPUT DISTRIBUTIONS

AIRLINE GROUP/GATE DISTRIBUTIONS	GATE/ARRIVAL RUMMAY DISTRIBUTIONS	EUNGAY/ARRIVAL FIX DISTRIBUTIONS
AIRLINE CATEGORY GATE,GATE,	GATE, GLASS RUMAY, RUMAY, 2,2,	E, CLASS
IA	101 see _1202  1302 1 format 304   304 100 show   23,77   23,77 _21	
100 ASOVE NA -1-2-3 3-79-18	39-11-50	
2,3 31,669 TV	5,15,80, 100 5,15,80, 100	
16,78,4,01,01 	100 67.33 -4-1 12.3 13.4 23.77 50.50	
3-6-7 4-20-76 8L 5-6-7	-1.3.4   3.66	
100 	30,1 -1,2,4 - 1,2,3 -39,11,50 78,21,1 -1,2 12,3 - 1,3,4	
3,43,52,1,1 TI 100	5,21,74 100 2,2 30,3 -1,3,4 1,2,3 40,7,53 78,21,1	
7,8 35,65 MA _AoSob	3,4 39,61 50,50 5,2 10,4 1,3,4	
3,58,39 Al 9,10 50,50 C1	\$641,54   100 402   11,04   1,02 1,3,04   1,02 5,54,641   79,21 7,02   30,04 1,3,04   1,02	
5,6,7 20,72,8 62 9,10,11,12 9,5,85,1	3.73.24 1.79.21 8.2 - 3.2 1.3.4 1.3.4 1.55.44 1.40.2.53	
10a12 13a87 64 9a10a11a12	9,2   12,1 -1,4   2,4 33,67   10,90   -10,2   10,1 3,4   2,4	
154843641	33,67 10,90 11,2 11,1 1,2,3,4 1,2,4 47,10,16,27 1,3,95,2	-

NOTE: Gate 30 converted to Gate 75 in Demand schedule.

# LAX REMOTE TERMINAL INPUT DISTRIBUTIONS

GATE/DEPARTURE RUNNAY DISTRIBUTIONS	MUNIAY/DEPARTURE FIX DISTRIBUTIONS
GATE/CLASS NUMMAY, NUMMAY, 7,7,	PLAG. AME, CLASS  T. Z. Z
2,1 see 9,2 30,4 2,3 format 1,2 98,2 50,50 75,25	
3a1 10 2 1 1 1 2 2 2 2 4 2 2 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
4-1 11-2 13-1 1-2 13-1 1-2 13-1 13-1 13-1	
2 3,4 100 [65,35] 4,1 13,02	
10,75,15 100 	·
100 33,33,34 8-1 4-3 1-2-3 12-4	
10.1 13.4 2 11.3.4 25.25.50	
11,1   6,3 2   100   100   12,1   17,3	
3 100 100 30-1 8-3	
2 3.6 100 50.50 1.2 9.3 1.223 3.4	
2,2   10,3	
73,25,2   25,25,50 3,2   11,3 2,3,4   1,2,3,4 86,5,9   27,18,32,23	
4,2   12,3 2,3,6,6   3 2,71,27   100	
9,2 30,23	
1020304 10204 702505013 707086 702 1804	
8,31,44,17133,33,34 8,2 11,4 2,3,4 1,22,3,4	
19,61,20 38,30,12,20	

# LAK TURNEL CONSTRUCTION INPUT DISTRIBUTIONS (VFR)

ATRLINE GROUP/GATE DISTRIBUTIONS	GATE/ARRIVAL RUNGAY DISTRIBUTIONS	RUMNAY/ARRIVAL FIX DISTRIBUTIONS
AIRLIME CATEGORY GATE,GATE, 2,2,	GATE, CLASS RUNNIAY, RUNNIAY, 2,2,	TAL, CLASS
	1,1 1 1,2,4 100 2,25,50	
	1,2,4 39,11,50 100 3,1 2,3 1,2 4 86,14 100	
	1,2,4 5,15,80 5,1 5,1 100	
	100   50.50	
, •	7/1 12/2 5/95 100 	
	10.90   100 1.2   10.4	
	1,2 \$0.50 75,25 4,2 1,2,4 40,40,20 1,3,95,2	
	1,2,4 1,3,4 25,25,50 6,2 13,2	
	3,4 25,25,50 23,27	
	8,2 1,2,4 25,25,50	
	10.90 10.2 2.4 50.50	
	1,2,25	
	100 4,3 2,4 33,67	

## LAX TUNNEL CONSTRUCTION IMPUT DISTRIBUTIONS (VFR)

GATE/CLASS EURNAY, RUSHAY,  7, 7, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,		ARTURE RUMMAY	NUMMAY/DEPARTURE FIX DISTRIBUTIONS
Sunay Rosear   10.2   2.1   see   10.2   11.2   2.1   see   10.2   see   se			INV
			FLAG, WEL, CLASS
2,1   see   10,2. 2   format 4   100   shows   100   11,2   1,2   2   1,2   100   -10,2   3   100   100   5   100   100   5   100   100   5   100   33,67			7.7
2   Tormad   100		·	(FLAG=0. SET FTX=9)
2   Tormad   100		1 10.2	]
100   abave   100		· •	· I
100	100 above	. 100	
100			
100   100    \$1   13   14    100   100   100    \$1   14   3    -1-2   224    170   33   67    -7-1   -3-1    100   -35   67    2   1-4    100   -35   67    8-1   6-3    1-2   4    100   100    11   1   8   3    2   4    100   100    11   1   8   3    2   4    100   100    1-2   10    1-2   10    1-2   10    1-2   12    1-2   2    1-2   2    1-2   1-2		-10-25-65	
100			
100		1 100	ļ ,
100   -300   -601   -473   -1-2   -244   -170   -337.67   -7.1   -5-4   -27.6			
6-1			
12.00   33.67 -7.1   -3.4 100   -31.62 8.1   6.3 -1.2   6.3 -1.2   7.3 -2   6.3 -100   -100   -100   -10.1 -12.1   8.3 -2   10.3 -2   10.3 -3   10.0 -4   1.2.4 -5   2   10.4 -6   10.25,65   33.33,34 -6   10.25,65   33.33,34 -6   10.25,65   33.63,33,34 -6   10.25,65   33.63,33,34 -6   10.25,65   33.63,33,34 -6   10.25,65   33.63,33,34 -6   10.25,65   33.63,33,34 -6   10.25,65   33.63,33,34 -6   10.25,65   33.63,23 -6   10.0 -7   10.0 -7   10.0 -8   2   10.0 -8   2   10.0 -8   2   2   3   3   3   3   3   3   3   3	6.1		]
100			1
100		-5.5	
100			<b>!</b>
4.96   100   -10.1   -		6.3	
100			•
100			1
11.1	. 2	1.4	1
100 100  -12-1			i.
100 (-100 )  1.2   10.3    1.2   10.3    1.2   1.2    25.75   100    1.2   1.2    1.2   1.2    1.2   2.3    1.2   2.3    1.2   2.3    1.2   2.3    1.2   2.3    1.2   2.3    1.2   2.3    1.2   2.3    1.2   2.4    10.25.45   7.2.86    5.2   10.4    10.25.45   33.33.36    4.2   11.4    4   1.2.4    100   38.42.20    7.2   12.4    100   100    4.2   1.1    4   2.3    100   98.2			ł
100 (-			1
1,2 1003 1,2 100 23,75 100 1,2 1,2,4 25,75 12,24 25,75 12,24 25,75 12,24 25,75 12,24 25,75 100 4,2 12,4 10,25,45 12,7,84 10,25,45 12,7,84 10,25,45 13,33,34 4,2 11,2,4 100 38,42,20 7,2 12,4 100 12,4 100 12,4 100 12,4 100 12,4 100 12,4 100 12,4 100 12,4 100 12,4	2		i
23,75   100 			i
1.2 1.2.4 23.25 1.25.50.25 3.2 12.3 3.2 12.3 5.95 1000  A.2 5.4 1.2.4 1.2.4 10.25.45 1.2.4 10.25.45 1.2.4 10.25.65 33.33.34 A.2 1.1.4 100 38.42.20 7.2 12.4 100 100 A.2 1.1.4 4 1.2.4 100 38.42.20 7.2 12.4 4 1.2.4 100 98.2		المستسيا	j
1.2 1.2.4 23.75 1.25.50.25 3.2 12.3 1.2			j
3.2 12.3 1.2.4 100 1.2.4 1.2.4 10.25.45 2.2.84 5.2 10.4 1.2.4 1.2.4 10.25.65 33.33.34 4.2 11.4 4 12.4 100 38.42.20 7.2 12.4 4 100 100 100 100 100 100 100 98.2	1.2	1,2,4	}
\$,95   100 \$\frac{1}{102}\$   100 \$\frac{1}{102}\$   1024 \$\frac{1}{102}\$   1024 \$\frac{1}{102}\$   1024 \$\frac{1}{102}\$   1024 \$\frac{1}{100}\$   100 \$\frac{1}{100}\$   100 \$\frac			1
1-2-4 1-2-4 10-25-65 10-4 10-25-65 33-35-34		I	
1,2,4 10,25,45 10,25,45 10,2 10,2 10,25,65 13,35,35 4,2 11,2,4 100 38,62,20 7,2 12,4 100 100 100 100 100 100 100 100 100 10			
3.2 10.4 1.2.4 1.2.4 10.25.65 33.33.34 4 1.2.4 100 38.62.20 7.2 12.6 4 100 100 100 100 100 100 100 100 100 98.2	1.2.4	1 1.2.4	}
10,25,05 33,33,36 20 1104 4 100 38-62-20 100 100 100 100 100 100 100 100 100 100 100 100 100 100			
10,25,65 33,33,34 4 10,24 100 38,42,20 100 100 100 100 100 100 100 100 100 100 100 100	_10206	<u> </u>	
100 38-42-20 7-2 12-4 100 100 		1 33,33,34	
100 38-62-20 7-2 12-6 100 100 1-2 12-1 4 2-3 100 98-2	4	1,2,4	
100 100 100 100 100 100 100 98.2	100	38-42-20	1
100 100 		1_4	. 1
4 2,3 100 98.2 -	100	1 100	
1nn 98.2 -		2,3	•
<b>   </b>	100	98.2	- 1
	9.2		)
100	100	<u> </u>	

#### LAX TUNNEL CONSTRUCTION INPUT DISTRIBUTIONS (IFR)

GATE/DEPARTURE R DISTRIBUTIONS	UNWAY	RUMMAY/DEPARTURE FIX DISTRIBUTIONS
GATE/CLASS RUNNAY, RUNNAY, 2,2,	•	FLAG, SET, CLASS  2,2, (FLAG=0, SET FIX=9)
2,1 2,3 2,3 98,2 33,67	,	
2 100 4,1 12,2		
100 100 -\$-1 13-2 2   3 100 100 6-1 4-3		
2 23 100 33,67 -7,1 -3,5 2 2,3 -100 25,75		
8-1 6-3 100 100 -10-1 3 100 100	_	
11.1 , 8.3	_	·
3 100 100 1.2 10.3 2 2.3 100 25.75		
2   2,3 100   50,50 3,2   12,3 2   100   100	-	·
2,3 2,3 50,50 14,86 5,2 10,4		
100 66,34 4.2 11,46 3 2,3 100 68,32 7,2 12,4		
100 100 2-2 1-1 3 .2-3 100 98-2	-	-
9,2 13,1	·	

## LAX TUNNEL CONSTRUCTION INPUT DISTRIBUTIONS (IFR)

AIRLINE GROUP/GATE DISTRIBUTIONS	GATE/ARRIVAL RUNWAY DISTRIBUTIONS	RUNWAY/ARRIVAL FIX DISTRIBUTIONS
AIRLINE GATEGORY GATE,GATE, Z,Z,	GATE, CLASS RUMMAY, RUNWAY, 7,7,	E,CLASS
	127	
	100 25,75	
	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	
·	. 301 2.3	
	100 100	
•	1   9,3	
	<del>-1</del>   1,3	
j		
	1 1-3 100 33.67	
	-1 13	
•	100 <u>100</u>	
.•	100 100	
Ì	1.2 -10.4	
	75.25 500	
	11,4	
}	25_25_   100 4+2   11+1	
	75.25 100	
	302 1301 103 1	
<u> </u>	<u> </u>	
	103 103	7
ŀ	25,75 <u>75,25</u> 	
į	1.3 <u>3</u> 25.25 1 100	
ľ	802	
Ļ	20,80	_
·	1,3	
į.	10,90	
Ł	_ <u>143</u>	
ſ	1/3	
4	50.50	
ļ	12,2	
<b>}</b>	100	→
	1, i 33, 67	

LAX 1987 INPUT DISTRIBUTIONS

AIRLINE GROUP/GATE DISTRIBUTIONS	GATE/ARRIVAL RUNWAY DISTRIBUTIONS				
AIRLINE CATEGORY GATE,GATE, 2,2,	GATE, CLASS RUMMAY, RUNWAY, 2,2,				
TA	1,2 forms	1,2,3,4	7,3. 3,6	9,4	
EA 800		15,15,35,35	30,50	_100	
3 format	1,2	. 1,2,3,4	3.4	4	
100 above	60,40	15,15,35,35	70.50	1100	
· ·	3.1	1 8 . 4	4	1424344	
100	40.40	50-50	100	15,15,35,35	
PA 3	<u> </u>	13,4	4	12-4	
100	1,2,3,4	50,50	100	100	
TW	5.1	3,4	1,2,3,4	,	
1013014021 95010103	1 e 2 e 3 e 6 15 , 1 9 , 3 9 , 3 9	50.50	15,15,35	35	
AA	6.1	4.5	1203	13.4	
4,5,21,12	3,4	100	] 3 L 100	100	
48,49,3,1 CO	50,50 7,1	10/4	1373	19.4	
607	306	100	100	1.2	
50.50	50.50	11/4	19/3	20,40	
6 .	3.4		1,2	1.2	
100	50,50	15,15,35,35	40,60	40.60	
NW 4,21	9,1	3	1 1 2	1,2	
97.3	100	_1.00	40,60	60,40	
<u>P\$</u>	10-1	3	21,5	3,4	
19,21,12	100		1.60,40	50.50	
11	11,1	1702	25.52		
100	1020304	1.2	50.50		
UA	15,15,75,75	20.2	174		
7.8	3 '	1,2	1,2 1,40,60		
35.65	100	60,40	274		
WA	3	1.2	1103	<b>-</b>	
50.50	100	40,40	40,60		
9,10	19,1	3,4	1,2		
50.50	40.40	50,50	40,60		
(1	20,1	1,2	11,2,3,4		
20,22,19	1,2	40,60	15,15,35	35	
(2	<u>                                   </u>	1,2	1,2,3,4	<del></del> ,	
9,10,21,12	60,40	40.60	15,15,35	. 35	
9,5,85,1 F1	22,1	37.3	, 004		
10,12	306	1,2 _60,60	50.50	·	
13,37 GA	1/2	442	124		
9,10,21,12	1.2	1,2,3,4	3.4	_	
350803501		15,15,35,35	50.50		
	2,2	1,2,3,4	1304		
	1,2	15,15,35,35	50,50		
	3.3	3,4	t j		
	60,40	50,50	ı'		
				ليسبب بسيسي	

#### LAX 1987 INPUT DISTRIBUTIONS

GATE/CLASS RINWAY, RUNWAY, 7,7 2 abovel 2,3,64 3,4 100	GATE/DEP DISTRIBU	ARTURE RUNWAY		••••••••••••••••••••••••••••••••••••••
	GATE/CLA RUNNAY,R	ss Unway,		
100   above   25,50,25   50,50   10,20	7.7 } ***	1. 4.2	1	1 8 . 4
100	2 above	al 2,3,4	1 3.4	3,4
100   70,30   50,50   10,90	100			10.30
3,1	5	1306		
100				
100	1	3.4		_1 3,4
2,3,4 25,50,25 170,30 10,10,80 50,50 5,1 3,4 3,4 11,3,4 3,4 80,20 70,30 25,50,25 3,4 3,4 3,4 3,4 3,4 3,4 3,4 3,4 3,4 3,4				150,50
S				
Sin   70,30   25,50,25   50,50				1.50,50
Sn,2n		3,4		13/4
3,4				1 50,50
7,1   10,2   13,3   20,4   3,4   1,2   1,2   95,5    80,20   10,10,30   50,50   95,5    81   11,2   19,1   21,4    80,20   25,50,25   5,95   100    9,1   12,2   20,3   22,4    3,4   3,4   1,2   1,3,4    20,80   70,30   20,80   25,25,50    10,10,80   70,30   100    11,1   19,2   22,3    1,3,4   3,4   1    11,1   19,2   12,3    23,50,25   5,95   25,25,50    12,1   20,2   1,24    80,20   25,50,25   95,5    13,1   21,2   1,2    80,20   25,50,25   95,5    19,1   22,2   1,2    100   100   95,5    20,1   1,3   2,4    21,1   20,2   1,2    100   100   95,5    21,1   22,2   1,2    100   100   95,5    21,1   22,3    100   100   95,5    21,1   2,3    21,1   2,3    21,1   2,3    21,1   2,3    21,1   2,3    21,1   2,3    21,1   2,3    21,1   2,3    21,1   2,3    21,2   1,2    21,2   3,4    21,2   3,4    21,2   3,4    21,1   2,3    21,1   2,3    21,1   2,3    21,1   2,3    21,2   3,4    21,2   3,4    21,2   3,4    21,2   3,4    21,2   3,4    21,2   3,4    21,2   3,4    21,2   3,4    21,2   3,4    21,1   2,3    21,1   2,3    21,1   2,3    21,2   3,4				
3.4 2,3,4 1.2 1.2 1.6 3.6 3.5 3.5 3.5 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6	80.20			95.5
80,20				
3,4	80-20			95.5
RO.20		2,3,4		
3.4 20.80 70.30 10.1 13.2 1.3.4 1.3.4 1.3.4 10.10.80 70.30 10.0 11.1 1.2 2.3.4 1.2 2.3.4 1.2 2.3.4 1.2 2.3.4 1.2 2.3.4 1.2 2.3.4 1.2 2.3.4 1.2 2.3.4 1.2 2.3.4 1.2 2.3.4 1.2 3.4 1.2 3.4 1.2 3.4 1.2 3.4 2.3.4 3.4 3.6 2.3.4 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6	80.20	1 55,50,25		
20,80   70,30   20,80   25,25,50    10:1   13:2   21:3   1   173:4   3:4   1   10:10,80   70,30   100   11:1   19:2   22:3   23:4   1:2   1:3:4   25:50,25   5:95   25:25:50    12:1   20:2   1:4   3:4   1:2   1:4   3:4   1:2   1:4   3:4   2:3:4   1:2   80,20   25:50:25   95:5    13:1   21:2   2:4   3:4   2:3:4   1:2   80:20   25:50:25   95:5    19:1   22:2   3:4   2   100   95:5   20:1   1:5   1:2   20:1   1:5   1:2   21:0   5:0:50   15:15:35:35   21:1   2:3   3:4   2   1:2   3:4   2   1:2   3:4   2   1:2   3:4   2   1:2   3:4   2   1:2   3:4   2   1:2   3:4   2   1:2   3:4   2   1:2   3:4   2   1:2   3:4   2   1:2   3:4   2   1:2   3:4   2   1:2   3:4   2   1:2   3:4   2   1:2   3:4   2   1:2   3:4				
1,3,4 10,10,80 10,10,80 11,1 11,1 11,1 12,2 22,3 2,3,4 1,2 11,3,4 1,2 1,2 3,4 1,2 1,0 1,0 1,0 1,0 1,0 1,0 1,0 1,0 1,0 1,0	20,80			29,25,50
10,10,80 70,30 100  11:1			1-6103	
2,3,6 25,50,25 3,95 12-1 3,4 1,2 3,4 1,2 3,95 13-1 2,3,4 3,4 2,3,4 1,2 80,20 125,50,25 13-1 2,1 2,1 3,1 3,1 2,2 3,4 1,2 3,1 3,1 2,3,4 1,2 3,1 3,1 2,3,4 1,2 3,1 3,1 2,3,4 1,2 3,1 3,1 2,3,4 1,2 3,1 3,1 2,1 3,1 3,1 3,1 3,1 3,1 3,1 3,1 3,1 3,1 3	10,10,80	70,30		
25,50,25	1 7 7 7			· ·
3,4	25,50,25		1 25,25,50	
Sn.20		•		1
3,4 80,20   25,50,25   95,5 19,1   22,2   1,2 100   100   95,5 20,1   1,5   1,2,3,4 100   15,15,35,35 21,1   2,3   3,4 2   1,2   3,4		3,95	1 95.5	( 
80,20   25,50,25   95,5   19,1   22,2   3,4   2   1,2   2   1,2   2   1,2   2   1,2   2   1,2   2   1,2   2   1,2   3,4   2   1,2   3,4   2   1,2   3,4   2   1,2   3,4   2   1,2   3,4   2   1,2   3,4   3,4   3,4   3,4   3,4   3,4	_			1
2 100 100 95.5 20.1 1.5 1.2 1.2,3,4 	80-20	25,50,25	95.5	<del>-</del>
100 95.5 20.1 1.2 1.2.3,4 100 . 50.50 1.5,15,35,35 21.1 2.3 5.4			1,2	1
2 1,2 1,2,3,4 100 . 50,50 1,15,15,35,35 21,1 2,3 5,4 2 1,2 3,4	100		95,5	• <del>•••••</del> ••
2101 203 504	2	1,2	1 1 2 2 3 4	,
2 1.2 3.4	100		1 15,15,35,35	<u></u>
			3.4	,
	100		50,50	l
22,1 3,4 1,2 3,4		1,2		1
25,50,25   50,50   50,50	25,50,25	50.50	1 50,50	1
1,2 1,2,3,4 3,4				. '
4.04 15,15,35,35  50,50	<b>5.04</b>	15,15,35,35	50,50	
2,2 <u>5,1</u> 8,4 1,2 13,4 <u>3,4</u>				·
\$.05 50,50 L50,50 L	\$ 05	50,50		1
-3,2 16,3 1,7 3,4			1	1
60,40 50,50			' 	

#### LAX 1987 INPUT DISTRIBUTIONS

RUMHAY/ARRIVAL FIX	RUNWAY/DEPARTURE FIX
DISTRIBUTIONS	DISTRIBUTIONS
	RWY
FIX, CLASS	FLAG ,CLASS
RUMMAY, RUNWAY	120,020
	- F17
] 2,2,	7,7,
	(FLAG=0, SET FIX=9)
T,T see	Tatat
1,2,3,4 format	1
1 1	1,2
	2.05
2,1	1,01,02
1,2,4	1,2
54,8,38	5,95
3,1	1,1,3
1,4	2
90,10	
	100
4,1	1,1,4
1,2,4	7
80.4.7	100
1,2	1,2,1
1,2,3,6,5	1,2
25,3,17,54,1	5,95
Let	1,2,2
1,2,3,4,5	1,2
46,3,11,39,1	5,95
372	1,2,3
102030405	
28.6.3.62.1	100
20,00,3,000,1	
6.62	1,2,4
. 1,2,3,4,5	72
74,13,1,10,2	100
1.3	1,3,1
10203040506	1 1
28.22.33.12.3.2	100
28,22,33,12,3,2	
	10306
1,2,3,4,5,6	1
32,45,14,3,5,1	100
3,3	1,3,3
1 = 2 = 3 = 4 = 5	1
13,33,34,13,7	100
4/3	1,63,4
1,2,3,4,6	1
	1 '
\$5,27,17,6,7	100
1,4	1,4,1
1.2.3.5	1 1
33/34/25/8	100
206	1,4,2
1,2,3,5	1
50.20.20.10	100
3,4	
1,2,3,5	1,4,3
	1 1
5555555555	<u> </u>
4,4	10404
1,2,3,5	1
33,45,11,11	100
	***/*

## CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

FIELD DATA

Runway Name	24R	24L	25R	25L	TOTAL		
		ARRIVALS					
CLASS 1	28	16	2	94	140		
CLASS 2	26	15	274	216	531		
CLASS 3	115	32	26	64	237		
CLASS 4	24	4	4	17	49		
TOTAL	193	67	306	391	957		

CLASS 1	6	244	2	4	256
CLASS 2	19	174	331	120	644
CLASS 3	41	33	71	79	224
CLASS 4	9	8	2	17	36
TOTAL	75	459	406	.220	1160

ARRIVAL AND DEPARTURE TOTALS	268	526	712	611	2117
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#### ATTACHMENT E

CLASS and RUNWAY DEMAND DISTRIBUTION for ARRIVALS and DEPARTURES

LOS ANGELES INTERNATIONAL AIRPORT

LOS ANGELES

AIRPORT IMPROVEMENT TASK FORCE DELAY STUDIES

AUGUST 1979

36

INDEX of CLASS and RUNWAY DEMAND DISTRIBUTIONS for ARRIVAL and DEPARTURES

PAGE	37 38 39 40 41	7 F F F F F F F F F F F F F F F F F F F	46 47 49 49 50 18 51 52	53 54 55 57	59 61 62 63
IMPROVEMENT	none  1982 1982 less #2 and #3 Dual Taxiway	none " " 1982	Terminal Expansion  Remote Terminal  Tunnel Construction  Dual Taxiway  Tunnel Construction-25R  "	none 5, 7 and 8 none 5, and 7	one
ATC SYSTEM	1978 11982 11981	1978 " 1982	1978 1982 1978 11978	1978 1982 1978 198	1978
DEMAND	1978 1982 "	1978 " 1982 "	1982 " " " 1982	1978 1982 1978 1978	1978 1982 1987 1987 1987
VEATHER	VPR - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	IFR - 1 IFR - 2 IFR - 1	VPR - 1 IFR - 1	VPR - 1 VPR - 1	VFR - 1 IFR - 1
EXPERIMENT NO. (TRAFFIC FLOW)	1 (Westerly) 7 " 11 " 13 " 18 "	2 3 8 12	19A " 20 " 21 " 22 " 22A " 23 " 24 "	6 (Easterly) 9 " 16 " 4 (Night) 10 "	5 " 10A " 25 (Westerly) 25A " 26 "
ITEM NO.		9 <b>~</b> 8 6	10 112 13 14 15	17 18 19 20 21	23 24 25 26

experiment no. \_\_1

Runway Name	24R	24L	25R	25L	TOTAL	
		ARRIVALS				
CLASS 1	15	4	0	33	52	
CLASS 2	16	1	81	75	173	
CLASS 3	30	8	2	20	60	
CLASS 4	6	1	6	5	18	
TOTAL	67	14	89	133	303	

	1	DEPARTURES				
CLASS 1	2	89	3	1	95	
CLASS 2	20	66	115	39	240	
CLASS 3	11	9	23	25	68	
CLASS 4	5	3	2	9	19	
TOTAL	38	167	143	. 74	422	

ARRIVAL AND DEPARTURE TOTALS	105	181	232	207	725

ι -

. 38

# TABLE 15 CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

RUNWAY NAME	24R	24L	25R	25L	TOTAL
		ARRIVALS			
CLASS 1	14	4	0	41	59
CLASS 2	24	2	83	78	187
CLASS 3	16	4	2	25	47
CLASS 4	9	1	4	4	18
TOTAL	63	. 11	89	148	311

	DEPARTURES					
CLASS 1	3	98	1	2	104	
CLASS 2	30	69	116	39	254	
CLASS 3	10	7	20	21	58	
CLASS 4	5	3	2	9	19	
TOTAL	48	177	139	. 71	435	

ARRIVAL AND DEPARTURE	111	188	228	219	746
TOTALS					

RUNWAY NAME	24R	24L	25R	25L	TOTAL
	·	ARRIVALS			
CLASS 1	13	4	0	42	59
CLASS 2	23	2	82	80	187
CLASS 3	17	5	2	23	47
CLASS 4	7	2	4	5	18
TOTAL	60	13	88	150	311

CLASS 1	0	54	40	10	104
CLASS 2	10	61	138	45	254
CLASS 3	10	7	_19	22	58
CLASS 4	4	3	1	11	19
TOTAL	24	125	198	88	435

ARRIVAL AND DEPARTURE 84 TOTALS	138	286	238	746	
---------------------------------	-----	-----	-----	-----	--

TABLE 17

#### CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

.40

Runway Name	24R	24L	25R	25L	TOTAL .
		ARRIVALS		·	
CLASS 1	13	4	0	42	59
CLASS 2	23	2	82	80	187
CLASS 3	17	5	2	23	47
CLASS 4	7	2	4	5	18
TOTAL	60	13	88	150	311

	·	DEPARTURES					
CLASS 1	0	- 54	40	10	104		
CLASS 2	10	61	138	45	254		
CLASS 3	10	7	19	22	58		
CLASS 4	4	3	1	11	19		
TOTAL.	24	125	198	88	435		

ARRIVAL AND DEPARTURE 84 TOTALS	138	286	238	746
---------------------------------	-----	-----	-----	-----

Runway Name	24R	24L	25R	25L	TOTAL
		ARRIVALS			
CLASS 1	14	4	0	41	59
CLASS 2	24	2	83	78	187
CLASS 3	16	4	2	25	47
CLASS 4	9	1	4	4	18
TOTAL	63	11	89	148	311

	·	DEPARTURES				
CLASS 1	3	98	1	2	104	
CLASS 2	30	69	116	39	254	
CLASS 3	10	7	20	21	58	
CLASS 4	5	3	2	9	19	
TOTAL	48	177	139	: 71	435	

ARRIVAL ARD DEPARTURE	111	188	228	219	746
DEPARTURE TOTALS			٠		

EXPERIMENT NO.  $\frac{2}{}$ 

Runway Name	24 <b>R</b>	241.	25R	25L	TOTAL
		ARRIVALS			7
CLASS 1	15	4	0	33	52
CLASS 2	77	1	20	75	173
CLASS 3	32	8	0	20	60
CLASS 4	8	1	4	5	18
TOTAL	132	14	24	133	303

CLASS 1	0	91	4	0	95
CLASS 2	0	86	154	0	240
CLASS 3	0	20	48	0	68
CLASS 4	0	8	11	0	19
TOTAL	0	205	217	0	422

ARRIVAL	67	219	306	122	725
ARD	01	217	300	133	725
DEPARTURE					
TOTALS	i				

TABLE 20

#### CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

4.3

experiment no. 3

RUNWAY HAME	24R	24L	25R	25L	TOTAL
	·	ARRIVAL	<b>S</b>		
CLASS 1	19	0	0	33	52
CLASS 2	78	0	0	95	173
CLASS 3	40	0	0	20	60
CLASS 4	7	0	0	9	18
TOTAL	146	0	0	157	303

CLASS 1	0	91	4	0	95
CLASS 2	0	86	154	0	240
CLASS 3	0	20	48	0	68
CLASS 4	0	8	11	0	19
TOTAL	0	205	217	. 0	422

ARRIVAL AND DEPARTURE	81	205	217	222	725
TOTALS					

## experiment no. 4

Runyay Name	24R	24L	25家	25L	TOTAL
		ARRIVALS			
CLASS 1	14	4	0	41	50
CLASS 2	107	2	0_	78	187
CIASS 3	16	4	2	25	47
CLASS 4	9	I	4	4	18
TOTAL	146	11	6	148	311

		DEPARTURES				
CLASS 1	0	101	3	0	104	
CLASS 2	0	99	155	0	154	
CLASS 3	0	17	41	0	58	
CLASS 4	0	8	11	0	19	
TOTAL	0	225	210		435	

ARRIVAL AND DEPARTURE TOTALS	63	236	299	148	746

TABLE 22

#### CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

45

Runway Name	24R	24L	25R	25L	TOTAL
		ARRIVAL	<b>S</b>		7
CLASS 1	14	4	0	41	59
CLASS 2	107	2		78	187
CLASS 3	16	4	2	25	47
CLASS 4	9	1	4	4	18
TOTAL	146	11	6	148	311

		DEPARTURES					
CLASS 1	0	101	3	0	104		
CLASS 2	0	99	155	0	154		
CLASS 3	0	17	41	0	58		
CLASS 4	0	8	11	0	19		
TOTAL	0	225	210	0	435		

ARRIVAL AND		·			
DEPARTURE TOTALS	63	236	299	148	746

## CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

46

#### EXPERIMENT NO. 19A

Runway Name	24R	24L	25R	25L	TOTAL
		ARRIVALS			
CLASS 1	11	6	0	42	50
CLASS 2	31	2	68	86	187
CLASS 3	13	2	4	28	47
CLASS 4	6	1	5	6	18
TOTAL	61	11	77	162	311

CLASS 1	3	97	2	2	104
CLASS 2	37	69	112	36	254
CLASS 3	10	6	20	22	58
CLASS 4	5	3	2	9	19
TOTAL	55	175	136	-69	435

ARRIVAL AND		·			
DEPARTURE TOTALS	116	186	213	231	746

#### CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

47

Runway Name	24R	24L	25R	25L	TOTAL
	·	ARRIVALS			
CLASS 1	11	6	.0	42	59
CLASS 2	31	2	68	86	187
CLASS 3	13	2	4	28	47
CLASS 4	6	1	5	6	18
TOTAL	61	11	77	162	311

		DEPARTURES				
CLASS 1	3	97	2.	2	104	
CLASS 2	37	69	112	36	254	
CLASS 3	10	6	20	22	58	
CLASS 4	5	3	2	9	19	
TOTAL	55	175	136	-69	435	

ARRIVAL AND		·			
DEPARTURE TOTALS	116	186	213	231	7 <b>4</b> 6

RUNWAY NAME	24R	24L	25R	25L	TOTAL
		ARRIVAI	S		
CLASS 1	14	5	0	40	59
CLASS 2	24	2	83	78	187
CLASS 3	17	4	2	24	47
CLASS 4	6	1	6	5	18
TOTAL	61	12	91	147	311

CLASS 1	3	98	2	1	104
CLASS 2	30	69	115	40	254
CLASS 3	10	7	20	21	58
CLASS 4	4	4	2	9	19
TOTAL	47	178	139	71	435

ARRIVAL AND DEPARTURE 108 190 230 TOTALS	218	7 <b>4</b> 6
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runway name	24R	24L	25R	25L	TOTAL
		ARRIVALS			
CLASS 1	14	5	0	40	59
CLASS 2	64	48	0	75	187
CLASS 3	7	6	0	34	47
CLASS 4	6	2	0	10	18
TOTAL	91	61	0	159	311

		DEPARTURES					
CLASS 1	2	102	0	0	104		
CLASS 2	14	42	0	198	254		
CLASS 3	8	15	0	35	58		
CLASS 4	5	4	0	10	19		
TOTAL	29	163	0	243	435		

ARRIVAL			1		
AND					
DEPARTURE	120	224			
TOTALS	120	224	U	402	746

#### EXPERIMENT NO. 22A

Runway Name	24R	24L	25R	25L	TOTAL
·					
CLASS 1	14	5	0	40	59
CLASS 2	64	48	0	75	187
CLASS 3	7	6	0	34	_47_
CLASS 4	6	2	0	10	18
TOTAL	91	61	0	159	311

CLASS 1	2	102	0	0	104
CLASS 2	14	42	0	198	254
CLASS 3	8	15	0	35	58
CLASS 4	5	4	0	10	19
TOTAL	29	163	0	243	435

•					
ARRIVAL AND		•			
DEPARTURE TOTALS	120	224	0 .	402	746

Runway Name	24R	24L	25R	25L	TOTAL
	·	ARRIVAL	3		
CLASS 1	19	0	0	40	59
CLASS 2	112	0	0	75	187
CLASS 3	13	0	0	34	47
CLASS 4	8	0	0	10	18
TOTAL	152	0	0	159	311

CLASS 1	0	104	0	0	104
CLASS 2	0	56	0_	198	254
CLASS 3	0	23	0	35	58
CLASS 4	0	9	0	10	19
TOTAL	0	192	0	243	435

ARRIVAL AND DEPARTURE TOTALS  152 192 0 402 746
---

runway Name	24R	24L	25R	25L	TOTAL
		ARRIVALS			
CLASS 1	59	0	0	0	59
CLASS 2	82	0	105	0	187
CLASS 3	8	0	39	0	47
CLASS 4	5	0	13	0	18
TOTAL	154	0	157	0	311

CLASS 1		DEPARTURES				
	0	102	2	0	104	
CLASS 2	0	69	185	0	254	
CLASS 3	0	18	40	0	58	
CLASS 4	0	8	11	0	19	
TOTAL	0	197	238	.0	435	

ARRIVAL AND DEPARTURE TOTALS	154	197	395	0	746

experiment no. 6

runway Kame	6R	6L	7R	7L	TOTAL
		ARRIVA	S		
CLASS 1	4	15	33	0	52
CLASS 2	1	16	75	81	173
CLASS 3	8	30	20	2	60
CLASS 4	1	6	5	6	18
TOTAL	14	67	133	89	303

		DEPARTURES				
CLASS 1	89	2	1	3	95	
CLASS 2	66	20	39	115	240	
CLASS 3	9	11	25	23	68	
CLASS 4	3	5	9	2	19	
TOTAL	167	38	74	143	422	

Arrival And Departure	181	105	207	232	725
TOTALS					

TABLE 31

#### CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

experiment no. 9

Runway Name	6R	6L	7 <b>R</b>	7 <u>L</u>	TOTAL
		ARRIVALS			
CLASS 1	4	14	41	0	59
CLASS 2	2	24	78	83	187
CLASS 3	4	16	25	2	47
CLASS 4	1	9	4	4	18
TOTAL	11	63	148	89	311

		DEPARTURES				
CLASS 1	98	3	2	, ,	104	
CLASS 2	69	30	39	116	254	
CLASS 3	7	10	21	20	58	
CLASS 4	3	5	9	2	19	
TOTAL	177	48	71	139	435	

ARRIVAL AND		·			
DEPARTURE TOTALS	188	111	219	228	746

54

## experiment no. 16

Runway Name	6R	6L	7R	71.	TOTAL
		ARRIVAL	S		
CLASS 1	4	14	41	0	59
CLASS 2	2	24	78	83	187
CLASS 3	4	16	25	2	47
CLASS 4	1	9	4	4	18
TOTAL	11	63	148	89	- 31.1

		DEPARTURES				
CLASS 1	98	3	2	1 1	104	
CLASS 2	69	30	39	116	254	
CLASS 3	7	10	21	20	58	
CLASS 4	3	5	9	2	_10	
TOTAL	177	48	71	139	435	

ARRIVAL AND					
DEPARTURE TOTALS	188	111	219	228	746

#### experiment no. $\frac{4}{}$

Runway Rame	6R	π	24L	25R	TOTAL
,		ARRIVALS	<b>)</b>		
CLASS 1	10	23	0	0	33
CLASS 2	8	33	0	0	41
CLASS 3	7	4	0	0	11
CLASS 4	1	1	0	0	2
TOTAL	26	61	0	0	87-

	DEPARTURES				
CLASS 1	0	0	40	5	45
CLASS 2	0	0	26	33	59
CLASS 3	0	0	6	6	12
CLASS 4	0	0	1	1	2
TOTAL	0	0	73	45	18

ARRIVAL AND 26 DEPARTURE TOTALS	61	73	<b>4</b> 5	205
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runway Name	6R	71.	24L	25R	TOTAL
		ARRIVALS			
CLASS 1	9	27	0	0	36
CLASS 2	8	33	0	0	41
CLASS 3	3	5	0	0	8
CLASS 4	0	2	0	0	2
TOTAL	20	67	0	0	87

CLASS 1	0	0	47	4	51
CLASS 2	0	0	27	39	66
CLASS 3	0	0	5	4	9
CLASS 4	0	. 0	1	1	2
TOTAL	0	0	80	48	128

ARRIVAL AND DEPARTURE 20 67 80 48 215 TOTALS
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TABLE 35

## CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

58.

#### EXPERIMENT NO. 15

Runway Rame	6R	71.	24L	25R	TOTAL
		ARRIVAL	3		
CLASS 1	9	27	0	0	36
CLASS 2	8	33	0	0	41
CLASS 3	3	5	0	0	8
CLASS 4	0	2	0	0	2
TOTAL	20	67	0	0	87

		·			
CLASS 1	0	0	47	4	51
CLASS 2	0	0	27	39	66
CLASS 3	0	0	5	4	9
CLASS 4	0	0	1	1	2
TOTAL	0	0	80	48	128

ARRIVAL AND	20	67	80	40	215
DEPARTURE TOTALS	20	67	80	48	215

4

TABLE 36

#### CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

5.9

#### experiment no. 5

runway name	6 <b>R</b>	7 <u>L</u>	24L	25R	TOTAL
		ARRIVAL	S		1
CLASS 1	10	23	0	0	33
CLASS 2	8	33	0	0	41
CLASS 3	7	4	0	o	11
CLASS 4	1	1	0	0	2
TOTAL	26	61	0	0	87-

CLASS 1	0	0	40	5	45
CLASS 2	0	0	26	33	59
CLASS 3	0	0	6	6	12
CLASS 4	0	0	1	1	2
TOTAL	• 0	0	73	45	18

ARRIVAL AND DEPARTURE TOTALS	61	73	45	205
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TABLE 37

## CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

60

EXPERIMENT NO. 10A

Runway Name	6R	71.	<b>24</b> L	25R	TOTAL
		ARRIVALS			
CLASS 1	9	27	0	0	36
CLASS 2	8	33	0	0	41
CLASS 3	3	5	0	0	8
CLASS 4	0	2	0	0	2
TOTAL	20	67	0	0	87

CLASS 1	0	0	47	4	51
CLASS 2	0	0	27	39	66
CLASS 3	0	0	5	4	9
CLASS 4	0	0	1	1 .	2
TOTAL	0	0	80	48	128

ARRIVAL AND DEPARTURE 20 67 80 48 215
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## CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

runway Name	24R	24L	25R	25L	TOTAL
		ARRIVAL	3		
CLASS 1	16	12	24	23	75
CLASS 2	58	40	55	49	202
CLASS 3	12	8	1	27	48
CLASS 4	5	3	0	10	18
TOTAL	91	63	80	109	343

	T				
CLASS 1	0	49	63	20	132
CLASS 2	4	96	121	57	278
CLASS 3	25	0	5	20	50
CLASS 4	6	0	1	12	19
TOTAL	35	145	190	109	479

			<del> </del>		·
ARRIVAL		·			
AND DEPARTURE	101				
TOTALS	126	208	270	218	822

# TABLE 39 CLASS AND RUNWAY DEMAND DISTRIBUTION FOR ARRIVALS AND DEPARTURES

### EXPERIMENT NO. 25A

runway Name	24R	24L	25R	25L	TOTAL	
	ARRIVALS					
CLASS 1						
CLASS 2						
CLASS 3					f	
CLASS 4						
TOTAL						
	DEPARTURES					
DEPARTURES						
CLASS 1						
CLASS 2						
CLASS 3						
CLASS 4						
TOTAL						
<u></u>	:					
ARRIVAL AND DEPARTURE TOTALS		·				

TO BE DEVELOPED

Runway Name	24R	24L	25R	25L	TOTAL
		7			
CLASS 1	16	12	24	23	75
CLASS 2	58	40	55	49	202
CLASS 3	12	8	1	27	48
CLASS 4	5	3	0	10	_18
TOTAL	91	63	80	109	343

		DEPARTURES				
CLASS 1	0	49	83	0	132	
CLASS 2	0	100	178	0	278	
CLASS 3	0	25	25	0	50	
CLASS 4	0	6	13	0	19	
TOTAL	0	180	299	.0	479	

<u> </u>					
ARRIVAL		•			
AND					l l
DEPARTURE					
TOTALS	91	243	379	109	822

## ATTACHMENT F

## EXPERIMENTAL DESIGN for COMBINED STAGE 1 and 2

LOS ANGELES INTERNATIONAL AIRPORT

LOS ANGELES

AIRPORT IMPROVEMENT TASK FORCE DELAY STUDIES

AUGUST 1979

	MENT NO. 1	N - E - E - E - E - E - E - E - E - E -		
MAINTENNELL	MENT NO. 1		4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	
LAN STAGE 1, EFFERIMENT NO, 1 COMPIGURATION A  107 00 14 00  108 14 00 14 00  108 14 00  109 14 00	HENT NO. 1	ı		
10.00   1.00	07 00 14 00	i		
LAN STAGE 1. EXPERIMENT NO. 7 CONFIGURATION A.  LAN STAGE 2. EXPERIMENT NO. 7 CONFIGURATION A.  LAN STAGE 1. EXPERIMENT NO. 2 CONFIGURATION A.  LAN STAGE 1. EXPERIMENT NO. 2 CONFIGURATION A.  RATE CONFIGURATION A. LIGHT NO. 2 CONFIGURATION A.  LAN STAGE 1. EXPERIMENT NO	\$0.00 \$0.00 \$0.00 \$0.00			Secretary 12
LAX STAGE 1 EXPERIMENT NO 22 CONFIGURATION A  ALC SEPARATIONS (1978 IRE-1)  1972 IFF-1 SEPARATION VALUES CONFIGURATION A  (LASS 1 (LASS 1 (LASS 2 (LASS 4 (LASS 4 (LASS 4 (LASS 4 (LASS 4 (LASS 1 (LASS 2 (LASS 4 (LASS 4 (LASS 3 (LASS 4 (LAS	1. ExPERIMENT NO. 2	A110M A		
A.C. SEPARTIONS (1978 IFF-1)  A.C. SEPARTIONS (1978 IFF-1)  A.C. SEPARTIONS (1978 IFF-1)  A.C. SEPARTIONS (1978 IFF-1)  CLASS 1 CLASS 2 CLASS 3 CLASS 4  CLASS 1 CLASS 1 CLASS 3 CLASS 4  CLASS 1 CLASS 1 CLASS 3 CLASS 4  CLASS 1 CLASS 1 CLASS 2 CLASS 4  CLASS 1 CLASS 2 CLASS 3 CLASS 4  CLASS 2 CLASS 4 CLASS 2 CLASS 6  INT. (S.D.) MIL (S.D.) MIL (S.D.) MIL (S.D.)  CLASS 1 CLASS 1 CLASS 2 CLASS 6  CLASS 2 CLASS 3 CLASS 6  CLASS 1 CLASS 1 CLASS 6  CLASS 2 CLASS 1 CLASS 6  CLASS 2 CLASS 1 CLASS 6  CLASS 3 CLASS 1 CLASS 6  CLASS 2 CLASS 1 CLASS 6  CLASS 3 CLASS 6  CLASS 3 CLASS 6  CLASS 3 CLASS 6  CLASS 6 CLASS 6  CLASS 7 CLASS 7 CLASS 6  CLASS 7 CLASS 7 CLASS 6  CLASS 1 CLASS 6  CLASS 1 CLASS 6  CLASS 1 CLASS 6  CLASS 6 CLASS 6  CLASS 7 CLASS 7 CLASS 6  CLASS 7 CLASS 7 CLASS 6  CLASS 7 CLASS 7 CLASS 7  CLASS 7 CLASS 7 CLASS 7  CLASS 7  CLASS 7 CLASS 7  CLASS 7	-57AGE-20-EXPERIMENT-NO22-	ATION A		
CLASS 1 CLASS 4 CLASS 4 CLASS 4 CLASS 4 CLASS 4 CLASS 4 CLASS 5 CLASS 4 CLASS 5 CLASS 5 CLASS 6 CLASS 7 CLASS	LAK STAGE 1 - EXPERIMENT NO. 2 CONFIGURA A/C SEPARATIONS (1978 IFR-1)	AT-101 A		
CLASS 1 5.2 (0.70) 6.1 (0.65) 7.0 (0.60) 6.8 (0.50) CLASS 4 4.2 (0.70) 4.1 (0.45) 7.0 (0.60) 4.8 (0.50) CLASS 4 4.2 (0.70) 4.1 (0.45) 4.0 (0.60) 3.8 (0.50) CLASS 5 4.2 (0.70) 4.1 (0.45) 4.0 (0.60) 3.8 (0.50) CLASS 6 4.2 (0.70) 4.1 (0.45) 4.0 (0.60) 3.8 (0.50) CLASS 7 (1.48.3 1 1.40.08) 1.14 (0.08) 1.13 (0.08) 1.13 (0.08) CLASS 7 1.14 (0.08) 1.14 (0.08) 1.13 (0.08) 1.13 (0.08) CLASS 1 1.13 (0.08) 1.14 (0.08) 1.13 (0.08) 1.13 (0.08) CLASS 2 1.14 (0.08) 1.14 (0.08) 1.13 (0.08) 1.13 (0.08) CLASS 3 1.13 (0.08) 1.14 (0.08) 1.13 (0.08) 1.13 (0.08) CLASS 3 1.14 (0.08) 1.14 (0.08) 1.13 (0.08) 1.13 (0.08) CLASS 3 1.14 (0.08) 1.14 (0.08) 1.13 (0.08) 1.13 (0.08) CLASS 3 2.4 (0.28) 2.4 (0.28) 2.4 (0.24) CLASS 4 2.4 (0.28) 2.4 (0.28) 2.4 (0.24) CLASS 5 2.4 (0.28) 2.4 (0.28) 2.4 (0.24) CLASS 6 2.4 (0.28) 2.4 (0.28) 2.4 (0.24) CLASS 7 2.4 (0.28) 2.4 (0.28) 2.4 (0.24) CLASS 8 2.4 (0.28) 2.4 (0.28) 2.4 (0.24) CLASS 9 2.4 (0.28) 2.4 (0.28) 2.4 (0.24) CLASS 1 2.4 (0.28) 2.4 (0.28) 2.4 (0.24) CLASS 2 2 4 (0.28) 2.4 (0.28) CLASS 4 2.4 (0.28) 2.4 (0.28) CLASS 4 2.4 (0.28) 2.4 (0.28) CLASS 5 2 4 (0.28) 2.4 (0.28) CLASS 6 2 4 (0.28) CLASS 7 2 4 (0.28) CLASS 7 2 4 (0.28) CLASS 7 2 4 (0.28) CLASS 8 2 4 (0.28) CLASS 9 2 4 (0.28) CLASS 1 2 4 (0.28) CLASS 2 4 (0.28) CLASS 2 4 (0.28) CLASS 2 4 (0.28) CLASS 3 5 (0.28) CLASS 4 (0.28) CLASS 5 6 (0.28) CLASS 6 (0.28) CLASS 7 7 7 6 (0.28) CLASS 7 7 6 (0.28) CLASS 7 7 6 (0.28) CLASS 8 7 7 6 (0.28) CLASS 8 7 7 6 (0.28) CLASS 9 7 7 6 (0.28) CLASS 1	CLASS 1 CLASS 1 CLASS 2 CLASS	CLASS 3	(LASS 4	
CLASS 3 4.2 (0.70) 4.1 (0.45) 4.0 (0.40) 3.8 (0.50)  CLASS 4 4.2 (0.70) 4.1 (0.45) 4.0 (0.40) 3.8 (0.50)  CLASS 1 10.00 VILUES FOR DEPARTURE FOR PERRURE FOR PERRU	CLASS 1 5.2 (0.70)	7.0 60		
CLASS 1 (CLASS 2 CLASS 3 CLASS 4 (1.6.08)  CLASS 1 1.4(C.0.08)	3 4.2 (0.70) 4.2 (0.70) 1FR-1 SEPARATION VALUES	4.0 CO 4.0 CO -TO-DEPARTUR		
CLASS 2 1.14 (0.08) 1.14 (0.08) 1.13 (0.08) 1.13 (0.08) (CLASS 3 1.14 (0.08) 1.14 (0.08) 1.13 (0.08) (CLASS 4 1.13 (0.08) 1.13 (0.08) 1.13 (0.08) 1.13 (0.08) 1.13 (0.08) 1.13 (0.08) 1.14	NMI. (S.D.)	CLASS 3	25.	
1.13(0.08) 1.13(0.08)  RRIVAL  CLASS 4  NM1. (S.D.) NM1. (S.D.)  2.4 (0.24) 2.4 (0.24)  2.4 (0.24) 2.4 (0.24)  2.4 (0.24) 2.4 (0.24)  2.4 (0.24) 2.4 (0.24)  4.4 (0.24) 2.4 (0.24)  5.4 (0.24) 2.4 (0.24)  6.5 AME RUNNAY SEPARATIONS  F. SAME RUNNAY SEPARATIONS	CLASS 2 1.14(0.08) CLASS 3 1.13(0.08)	1.13.0	· mm	
CLASS 3 CLASS 4  MM1. (S.D.)	1.13(0.08) SEPARATION VALUES	1.13(0 0=ARRIVAL	.13(0.08)	.
2.4 (0.24) 2.4 (0.24) 2.4 (0.24) 2.4 (0.24) 2.4 (0.24) 2.4 (0.24) 2.4 (0.24) 2.4 (0.24) ARRIVAL SEPARATIONS FOR DEPENDENT F. SAME RUNNAX SEPARATIONS	S 1 CLASS	CLASS 3	< =	
2.4 (0.24) 2.4 (0.24) 2.4 (0.24) 2.4 (0.24) ARRIVAL SEPARATIONS FOR DEPENDENT F. SAME RUNNAY. SEPARATIONS	2.6 (0.26) 2.6	2.4 (0	24.)	
F_SAME_RUNNAY_SEPARATION	3 2.4 (0.26) 4 2.4 (0.26) 16 -1 ARRIVAL-TO-ARRIVAL	6.6.4	.4 (0.24) .4(0.24) S FOR DEPENDENT	
	RUNNATS. ARE 100 PERCENT AND 40	SAME	SEPARATIONS	

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LAX STAGE	2, EXPERINE	NT NO.	23 CO	NF I GURA	TION A				1			İ
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LAX STAGE	2, EXPERIMEN	NT NO.	00 %	CONFIGURATIO	TION A							
X STAGE	×PE	RIMENT NO.	-	NFIGURA	A MOITI							
3	- C# 055	1 NK	364	100	25 22	22 22	30 E	¥.	11-0N-R	NUAY	30	
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1978 1FR-2	RUNUAY	1VAL	OC CUPANCY	Y TIMES	2	AL 18RATION	N DATA	PLUS 5.	O SECON	NOS)		
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7000			37.6	. 4280	43.	57	200	50.0	5350			
5700	57.0	780	55.0 55.0			ACED			A 4 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			}
-2 SE	110M	SPE	CIAL A/D	D SEPARATI	20		<b>4</b>	- 5		CUPANC	66	[
ĺ	MINUTE	(8.0.)		2	1	HINUTES	S (S.D.		l			!
CLASS 2	96.0	(0.16)		į	<u> </u>	20.0	(0.23)	0.82		6.69		
7 -	0.96	(0.16)		. 86 (0.19)	Ι.	1.05		]_ :	1 :	50		
-1FR-2-5	EPARATION.	CHANGES			è							

	i									
73K	W SEQUENC	:	LAX CALA	1 84	SE 15 CA	٠	LAXCALATO WE	VITH SPEC-RTE	16	
IAX STAGE 2	A. FYRERINENT	MENT NO.	21 COMET	CONFIGURATION.	4				•	
SEPARA	) SN01	1982 VFR-1)				•	vacuatie sac			
	CLAS	5 1	•	2	CLASS	1 S	CLAS	' w		
	7.5	60.63	6.0	60.00		(0.37)	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	0.35		
CLASS 3	6.2	2.9 (0.43)	2°8	2.8 (0.40)	0 8 C	(0.37)	2.6	(0.31)		
LAX STAGE	1 EXPER	EXPERIMENT NO. 13 CONFIGURATION	13 CONF	16URAT 10	<b>4</b> H	·				
2	372			,			30	30 30	30	
TAXILAY BOUTES (ACCESS TO BYPASS OF BUNKAY	TES (ACCE	ESS TO BY	YPASS OF	~	41 70	RUNNAY 24R)	2			
075	375	374	156		158	365	159	160	444	
135	136	334	335	137	138	370	371	372	828	
61	271		( ROUTE	591 )	=	MOD 1 F Y	72.	:	72.0	
334	335	137	138	370	,	372	373	432	The state of the s	
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	144	334	335		138	370	371	372	373	
80	171	138	( ROUTE	593 )	122 HO	MOD IFY	647			
\$2	. 111	150	( ROUTE	594 )		HOD IFY	200	100	a Oz	
361	133	368	134	135	136	334	335	137	138	
62			ROUTE	595	ON 071	M00 1 F Y	. 001	304		67
298	562	300	308	361		368	134	135	136	
15.0	200		ROUTE	596 )	1	MOD 1 F Y		354	Q 3 R	
309	962	762	862	129	662	200	308	361		
372		432	95		1					
36		1631	_C. ROUTE_	597_	=	~ •	130	166	130	
158	169	356	306	296	282	298	129	299	300	
308	•	133	368	134	135	<b>M</b>	334	335	137	
1.										

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150   500   561   551   556   552   555	<b>40</b> 5	203	184	183	352	182	161	353	180	~ ~
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130   130				( ROUTE	0		8	36		
130   136   131   136   134   135   136   134   135   136   137   136   137   135   136   137   135   130   137   135   130   137   135   130   137   135	99	~ •	357	125	359	309	962	262	298	0 N
136   136	96	0 -	1308	361	-133	-368-	134	138	136	<b>P</b>
12.0   2.65   2.66   2.66   357   125   359   309   135   137   138   370   371   372   372   373   372   373   373   373   372   373		n	200		_	2	1 00	36.		
135   136   314   315   137   138   370   371   372     135   136   334   335   137   138   370   371   372     135   136   334   335   137   138   370   371   372     135   136   334   335   137   138   370   371   372     135   136   134   135   137   138   370   371   372     135   136   134   135   137   138   370   371   372     130   296   297   298   129   299   300   308   341     131   132   132   132   132   137   138   370     132   134   135   136   134   135   137   138   370     132   134   135   136   134   135   137   138   370     135   136   134   135   136   149   359   137   138   370     130   296   297   298   299   300   308   341     130   130   130   130   130   341   131   341     130   130   130   130   130   131     130   130   130   130   131   131   131     130   130   130   130   131   131   131     130   130   130   130   131   131   131     130   130   130   130   131   131   131     130   130   130   130   131   131   131     131   130   130   130   131   131   131     131   132   130   130   131   131   131     131   132   130   130   131   131   131     131   132   130   131   131   131   131     131   132   130   131   131   131   131     131   130   130   131   131   131     131   130   130   131   131   131     131   130   131   131   131   131     131   131   131   131   131   131     131   131   131   131   131   131     131   131   131   131   131   131     131   131   131   131   131   131     131   131   131   131   131   131     131   131   131   131   131   131     131   131   131   131   131   131     131   131   131   131   131   131     131   131   131   131   131   131     131   131   131   131   131   131     131   131   131   131   131   131     131   131   131   131   131   131   131     131   131   131   131   131   131   131     131   131   131   131   131   131   131   131     131   131   131   131   131   131   131   131     131   131   131   131   131   131   131   131     131   131   131   131   131   131   131     131   131   131   131   131   131	2	328	230	592	99	90		125	359	509
136   128   129   296   130   300   300   301   372	3.5	135	136	334	335	m	138	370	371	372
146   128   129   299   300   308   361   131   372     135   136   334   335   137   138   370   371   372     132   200   199   198   197   196   195   194   193     191   190   113   114   115   116   135   137   138   370     192   181   132   136   139   197   196   197     193   194   196   197   196   197   197   190     194   195   196   197   196   197   197   190     195   196   197   196   197   198   197   190     195   196   197   196   197   198   197   190     195   196   197   196   197   198   197   190     195   196   197   196   197   198   197   197     195   196   197   196   197   198   197   198     195   196   197   196   197   198   197     195   196   197   196   197   198   197     195   196   197   196   197   198   197     195   196   197   198   197   198   197     196   197   196   197   198   197     197   196   197   198   197   198   197     198   199   190   190   190     198   199   190   190   190     198   199   190   190   190     199   190   190   190   190     190   190   190   190   190     190   190   190   190   190     190   190   190   190   190     190   190   190   190     190   190   190   190     190   190   190   190     190   190   190   190     190   190   190   190     190   190   190   190     190   190   190   190     190   190   190   190     190   190   190   190     190   190   190   190     190   190   190   190     190   190   190   190     190   190   190   190     190   190   190     190   190   190   190     190   190     190   190   190     190   190   190     190   190   19		432		ROUT			0015			
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191   190   194   195   196   195   194   193   194   193   194   193   194   193   194   193   194   193   194   193   194   193   194   195   194   195   194   195   194   195   194   195   194   195   194   195	134	135	136	334	335	137	138	370	371	372
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LAX STAGE 2. EXPERIMENT NO. 18 CONFIGURATION A
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72		,	( ROUTE	_	~	MODIFY	:		
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715	378	179	410	- 1		7.00			
, •	0	353	180	179	355	178	358	150	357
177	360	176	250	366	546	248	247	. 952	545
30			( ROUTE	561		MODIFY		1	
7	204	352	182	181	353	180	129	S	0
358	150	357	367	360	176	250	366	370	75
32			ROUTE	295		MOD 1 FY			
-	203	ш,		352		181	~ 1	180	179
255	178	358 24.2	150	357	367	360	176	37.2	366 378
379	410							i I	
017				205	~				

23 23 23 366 249 378 378 378 192 192 192 193 193 193 266 268 268 268 268 268 268 268 268 268	231	232					
			233 234	. 235	236	237	238
		( ROUTE	\$65.)	MODIFY			
					244	243	272
		( ROUTE	( 99	MOD 1 F		•	! •
	190	113	114 115	116	350	185	184
	177	360	2 2 2	1	269	872	24.7
•	-367	244	-243377	40	-379	410	
13201	-				192	-191-	-190
113 114	115	116	350 185	184	183	352	182
					246	245	367
		ROUTE	68 )	HODE			
1	364	161	100			165	166
168	169	170	171 172		125	175	
378 379	410						+5
	113	114	115 116	MOD-1 FY	117	185	787
	182	181			355	178	358
50 357	177	360	176 250	366	549	248	247
		ROUTE	02	M00			
16 255	-248	247	246 245		717	243	-377
378 379	410	CROUTE	\$ 173	HODIEY			
17 324	365	159			162	163	363
	166	167			2	172	
	250	366			546	545	367
6		ROUTE	12 )	HOD I			
18 253 CERABATIONS (10	1082 468-13	797	243377	7378	329	610	
~	N CHANGE	- 1	CARRIVAL-TO-ARRIVAL-F	AL_FOR_SAME_RUNUAX	LUNHAK		
CLASS	-		2	S	CLASS	•	
- IEN	( S: 0 - 2	÷		_	NMI	•	
	(0.43)	3.0	(0, 0)	4.9 (0.37)	4.7	(0,31)	
7.7	10.437	1	10.01	•	7	10.01	
	(27.0)			2.0 (0.37)	0.7		
		1		•	<b>.</b>		

NEW SEQUENCE -- LAX CALB 4 -- BASE IS CAL (LAXCALA1) WITH SPEC-RTE

00 00	00 00 08 00 BUX NAMES						-			
DAR O7L	07L 24L	25R	!		,			•		
151	151 422 BLY XIMES CONFIG		111							
<b>~</b>	266 280	<u>.</u> i	37 3	36 33 .			30	80	30 30	
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*	260									
RUY EXIT	SELECTION					1				
310	0.30	305	0,.0	145 .	0.30					
310	0.54	305	0.37	145	0.09					
310	0.54	305	0.37	145	60.0	-				
5.	0	305	0.37	145	0.09					
27.5	0.6	278	02.0	282	0.07	286	90°0			
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7/2	0.25	277	0.25	282	0.25	260	0.25			
, 0 -	0.99 DISTANCES	268	0.01							
012	0142	302	2050	571	0672	71.6	0687	228	0899	
282 RUY ARRIVA	1 1	7130 286 OCCUPANCY IIMES	1 1	111	6030	260	1970	992	3440	
1 5630		6030		6650	66.0	2050	20.0	2130	76.0	
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\$630 2400	48.	6030	60.0 25.0	0680	0.00	7050	61.0	7130	76.0	
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TAXIUAY	-071	•								
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900	355	208						
802	355	\$00						
502	353	210						
20.5	353	205						
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351	211	352	505					
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113	114	115	116	350				
350	116	115	114	113				
202	113	114	115	116	350			
350	116	115	114	113	202			
330	126	359	125	357				
35.7	125	359	126	330				
331	359	125	357					
327	125	359	331					
1861	146							
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361	146	336	337	338	339	340		
340	339	338	337	336	146	361		78
366	250					-		
250	366							
366	250	176	360	177	357.			
15.7	477	072	174	260	447			

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7 337 13	NNI. (S.D.)	1	5.0 (0.01) 5.0 (0.01)	5.0 (0.01)		. 7 994 1	MINITES (S.D.)	9	4	. 74. (0.09)	. (60.0) \$/.0																								
2-7	(8.0.)	10.01	0 (0.01)	15.0 (0.01)	-6R=24L_AND-7	7-2 QNV 5-1	1165 (5.0.)	0.97 (0.23)		7.(0.23)	(62.0)																	•							
DEPENDENT RUNNAYS 3-1	=		15.0 (0.01)	15.0 (0.01)	٠.	DEPENDENT RUNEAYS	MINITES (S.D	0.78-(0.19)	5	֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֡֓֓֡֓֓֓֓֡֓֡֓		100			7	192		180	24.0 192.0		22.5 192.9	7	٠.	18.0 180.0	34.5 197.1		36.0 180.0 36.0 180.0		21.0 180.0			24.0 192.0		8.0 180.0	٦
CLASS 1 DEPE	. •			0	-410-	CLACC 1 DEPE	MINITES (S.B.)	161	9	99	TIMES CONFIGURATION		3 3			•	1 3 2	1 4 2			1 2 2				. 2 . 2	5	~ ~		,		- - ^	m ~	2	7 7 2	2 2 1
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LAX SIAGE 1. EXPERIMENT NO. 10. CONFIGURATION B.

3690.2	_								
	276 02.0	01-0	ė,			,			
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AWY EXIT D	S3	•							
310	5630 305	7050	50 145	0672	275	7820	278	0550	
376				0600	009			3440	
	ITI ONS (1982-VFR	- 1		١.					
1952 VFR-1	SEPARATION CHANGES		CARRIVAL-TO-AU	-TO-ARRIVAL FO	R SAME	RUNDATO	7		
	(S.B	•	. •	NAI	5.0.3	NAI	(2.0.)		
CLASS 4	3,2,(0,43)	4 =		,	(0°37)				
	פָּיָ	3 6	,	2	(0.37)	2.6	0.313		
i .	2.9 (0.43)	2	2.8 (0.40)	2.8	(0.37)	2.6 (	10.31)		-
	1. EXPERIMENT NO.	NO. 5	CONFIGURATION	8 NO					
1978 IFR-1 S	SEPARATION VALUES	LUES FC	FOR ARRIVAL-TO-AR	- ARRIVAL					
	CLASS 1			CLASS	-	CLASS.	-		
	NMI. (S.B.)	<b>.</b>	NAI. (S.D.)	E C	(2.6.)	NAI.	(2.6.)		•
CLASS 2	4.2 (0.70)	6		S.O.	(0.60)	, eo	0.50		
1	6.2 (0, (0)	6	(4.1 (0.65)	0 4	(0,00)	3.8	(0, 50)		
_	SEPARATI	- 1	EOR DEPARTURE-T	O-DEPART	URE			•	
	CLASS 1		CLASS 2	CLASS	my	CLASS	4 9		
ł		3	2.14(0.08)	2.14	(0.08)	2.14(	(0.08)		80
CLASS .2	1.14 (0.08)	3:	1.16(0.08)	1.13	(0.08)	1.13	0.080		
CLASS 5	1.13(0.08)	<b>8</b>	1.14(0.08)	1.13	(80.0)	1.13(	(0.08)		
	SEPAR	u	RTURE-	TO-ARRIVA	•		•		
-	•		3	CLASS		CLASS	7		
		•		E '	(8.6.)	· IER	S. 0. 0		
CLASS. 1	2.4 (0.26)	60	- <b>6-4</b> (0,25). 2-4 (0,25)	7.7	(97.0)	7.4.5	(97.0)	-	
CLASS 3		6		7.6	(77.0)	7.2	(72.0)		
						* P##			

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1978 IFR-1	SPECIAL D/A	UNUAYS	241-68.7.L AND	258-68,71)			
		CLASS 2	CLASS 3	CLASS			-
	15.0 (0.01)		15.0 (0.01)	15.0	(0.01)	-	
CLASS 3	95	200	15.0 (0	15.0	0.013		
	9	.010	15.0_0	15.0	0.010		
20419 441	Cu tradition	100 TAGES 13402 AGE	d 100				
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ADD THESE	TAXIUAY LINKS TO S	SPEC-LNK					
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AXINAY	ı						
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